AMERICA'S STYLES TODAY—AS SET BY FILMLAND

Fashion World Gives Sanction to "Bigamie"

"Bigamie" is the unusual name of a new ribbon crepe used to spectacular advantage in some of the new evening gowns of the season.

In white, with a silver lame yoke, it makes a highly effective formal gown for holiday festivities.

Or in black, with a decolletage as low as the law allows, both front and back, it is superb in an evening gown worn with a glass jacket in bright green.

"Bigamie" also is used in daytime frocks, as witness a Schiaparelli model with a ruffle neckline, worn with a coat of navy blue tweed trimmed with red fox.

Fabrics are increasingly important as the season advances. The stiff, rustly ones, with enough body to suggest the splendor of Queen Elizabeth's court, are the favorites.

Taffeta, and taffeta-backed velvet, are accentuated in the mid-winter fashion picture for after dark. Then there is a Marocain, which makes a winning evening gown in black, with a bodice and cap sleeves of black horsehair lace—shades of the Gibson Girl! Over this, a black velvet coat with a parachute cape is effective.

Stiff satins and rich brocades are still to the good. Metallic fabrics will glitter like so many Christmas trees during the holiday season. In fact, a good way to achieve fashion success this winter is to emulate the ever-romantic Christmas tree.

WHICH ONE shall it be? June Lang finds it hard to choose between—starting at the left—rhinestones set with blue moonstones, rhinestones and garnets, and the third, rhinestones and emeralds. The ring on her left hand is an emerald, and the one on her right hand is a blue moonstone.

Soiled on Approval

No such thing as a "dirty suit of clothes" can be found in studio wardrobes. Sanitary laws and respect for the feelings of the actors and extras who wear studio clothes in pictures make it necessary that every garment be cleaned each time it is returned after being used in a picture and before it is worn by another player.

When dirty clothes are needed they are deliberately dirtied in a sanitary and scientific manner. But when Director Michael Curtiz called for "four hundred coal miners' outfits, very dirty," to use in his picture, "Black Fury," starring Paul Muni, he presented a problem.

It was determined that nothing looked so much like coal dust as coal dust. Four hundred complete outfits were first laundered and cleaned; then the wardrobe department ordered half a ton of coal dust, and several hundred pounds of lampblack. This mixture was shoveled into a huge bellows, and each article of clothing was hung individually in front of the nozzle and blown full of sooty dirt.

The result was 400 miners' outfits as dirty as a director who is a stickler for realism could wish. He was pleased, even if the 400 actors and extras who had to wear the clothes during the six weeks of production were not.

Paul Muni was not immune from this same treatment. The clothes he wore throughout most of the picture were as full of coal dust and lamp black as anybody's. He took a sinister delight in putting one well smudged arm about Director Curtiz's neck each morning when that gentleman, fresh and pink and clean, arrived on the set.

Each player wore, along with his rough clothes and heavy shoes, approximately a pound of coal dust. An ounce or so of this came off daily onto each player's skin. Many bathtubs in Hollywood had big black rings around them during the six weeks "Black Fury" was in production.

Claudette Colbert, Paramount film star, never adorns the walls of her homes with pictures. She uses only pieces of jade.

Sylvia Sidney, featured in "Behold My Wife," dislikes all card games, but one—hearts—and she'll play that for hours.

SOPHISTICATED and colorful is the formal gown worn by Peggy Fears. Flower-splashed canton crepe in coral, emerald, sky blue and white is accented by sequins, each flowering being outlined in sequins. She wears a scintillating array of jewelry—four bracelets and three clips of diamonds and emeralds.

Reunion in Movies

Some years ago a beautiful dark-eyed girl was playing the role of Louisa M. Alcott's heroine, Jo Marsh, in a Broadway dramatization of "Little Women."

She was Alice Brady, later to become one of Broadway's leading dramatic actresses, and one of the foremost comediennes of the talkies. She was to see another girl, Katharine Hepburn, through the medium of the talkies, thrill larger audiences with her interpretation of that same hoydenish Jo.

In the cast with Miss Brady in the Broadway production was a distinguished actress named Gertrude Berkeley, who played Marmee, mother of the four "Little Women." The two actresses became good friends, and Alice often met Miss Berkeley's young son, who had the imposing name of William Berkeley Enos.

But Miss Brady and Miss Berkeley hadn't seen each other for many years until the other day, when William Berkeley Enos, now Busby Berkeley, director, brought his mother to the set where he was directing Miss Brady in "Gold Diggers of 1935."

Miss Berkeley has now retired from professional activities, although she is often a visitor to her son's studio. She and Miss Brady reminisced happily all afternoon, and told Dick Powell, Gloria Stuart, Adolphe Menjou, Glenda Farrell and other members of the cast about the younger days of their director, much to his mock chagrin.

The informal type of dinner frock Myrna Loy wears in "Wings in the Dark" in which she stars with Cary Grant and Rosco Karns, is one which the average girl should note carefully. It is a "glorified afternoon dress" and is made of grey novelty silk with long, graceful sleeves and a fluttering jabot at the throat.

For girls who are in business this type of "casual chic" is doubly appropriate.

SMARTEST HAT of the cruise fashion outlook—worn by Claudette Colbert. White paper-panama is peaked daringly and then dented at the top.

Style Film

"Vogue of 1935," a "super-musical" fashion extravaganza, to be filmed in color from beginning to end with the new Technicolor three-color process, is announced by Walter Wanger. Story plans provide for an all-star cast of Hollywood favorites, a number of important entertainers, several new tunes and brilliant musical and dancing ensembles. Production is scheduled to start after completion of Wanger's next two films, "Private Worlds," and "Clipper Ship," the former a psychological love drama and the latter an air story.

Bobby Connolly, whose first work in Hollywood was the staging of the production numbers in "Flirtation Walk," has been assigned to a similar job and an additional one for "Go Into Your Dance," the film in which Al Jolson and Ruby Keeler (Mrs. Jolson) will co-star for the first time. Connolly will direct all the musical numbers in "Go Into Your Dance" and will also play himself, the scenario of the Bradford Ropes novel calling for a Bobby Connolly, dance director. Connolly at present is directing the musical numbers in Rudy Vallee's "Sweet Music."

Thomas Jackson, who has played detective and other roles with such distinction on both stage and screen, has been added to the cast of "Gold Diggers of 1935," now in production at the First National studios in California. He will once more play a sleuth. The new "Gold Diggers" is one of the most elaborate musical shows ever undertaken. Dick Powell, Gloria Stuart, Adolphe Menjou and Glenda Farrell head the cast. Busby Berkeley is directing the entire production.

About the only difference in an evening gown and a dinner frock is the neckline, according to Hollywood. Frances Drake has a new number of moire taffeta with a fuchsia skirt and a cerise top which just covers the shoulders. Sylvia Sidney follows suit in one of golden lame, skirted in brown metal flecked bagheera.

Edward G. Robinson's next starring picture, "Money Man," will go into production three weeks hence, according to advices from the coast. The picture will be an adaptation of a story by Dashiell Hammett, author of "The Thin Man." The cast is now being assembled.

Correct Costume for The Airplane Journey

Air-minded women have developed a fashion trend all their own, smart and practical enough to be presented for general consumption.

What with most of the nation's society leaders and film stars either flying their own planes or travelling as air passengers, what with the First Lady a confirmed air commuter, the problem of correct clothes for aviation has become a major one.

And here is what our leading feminine air enthusiasts sponsor as the ideal travel wardrobe for cloud-hopping:

Jersey or knitted frocks and suits—they don't wrinkle, and can be packed in a minimum of space.

At a recent air-minded fashion show, a number of finely-ribbed Bemberg knit costumes were shown in both one and two-piece frocks, as the answer to an air traveler's prayer.

They were shown in both dark and pastel tones, the latter designed for resort wear and Southern air cruises. Hand-knit dresses of metal-shot yarns also were featured prominently.

Mrs. Eddie Rickenbacker, wife of the famous flying captain, wore a black hand-knit one-piece frock shot with silver when she accompanied her husband in his recent record one-day round trip flight between New York and Miami.

Mrs. Rickenbacker also wore a small black felt brimless hat, with the diamond wings presented to the captain by the government as its only ornament. Her coat was black woolen trimmed in black Persian lamb and cut in the current Cossack style.

The experienced woman air passenger always wears a small hat while flying. Brims are only in the way when you lean back in the modern plane's comfortable reclining chairs.

For southern wear there are hand-knit cottons that are both smart and practical, in natural and pastel shades.

Knit dinner and evening gowns also are being shown, because of their adaptability for efficient packing, and also because they are new and becoming.

Knitted woolens also are shown in tailored suits, usually with loose three-quarter coat.

There are even Milanese jersey pajamas, for the airplane suitcase, and gay striped jersey blouses for the suits.

Having adopted the masculine tuxedo with enthusiasm and success, the girls have now taken over that last male stronghold, the tailcoat.

Just to make things more annoying for the jealous males, it is announced that the feminine tailcoat need not be accompanied by a white tie.

In fact, you needn't wear any tie at all, and the tailcoat jacket is the last word in suits for daytime wear. They are presented as advance news for spring, but you may be seeing some of them in winter versions.

The feminine version of the tailcoat is waist-length in front, the tail being an elongated flat peplum in back.

It is a cross between the masculine Prince Albert and formal evening coat, retaining the best features of each.

Unlike the masculine tailcoat, it need not be divided, and it is moulded to fit the figure like nobody's business.

PETER PAN lives again whenever Jean Parker wears this grey woolly suit. It is casually, though carefully, tailored. Note the unusual loose patch pockets, and the lovely crepe blouse with pleated front and pearl buttons. The grey wool hat has the same whimsical boyish air.

A grand type of evening gown for resort wear is the white crepe one which Carole Lombard wears in "Rumba." The skirt is in three knife-pleated tiers and hits the ground. The top is draped high about the neckline and has a double kimono sleeve

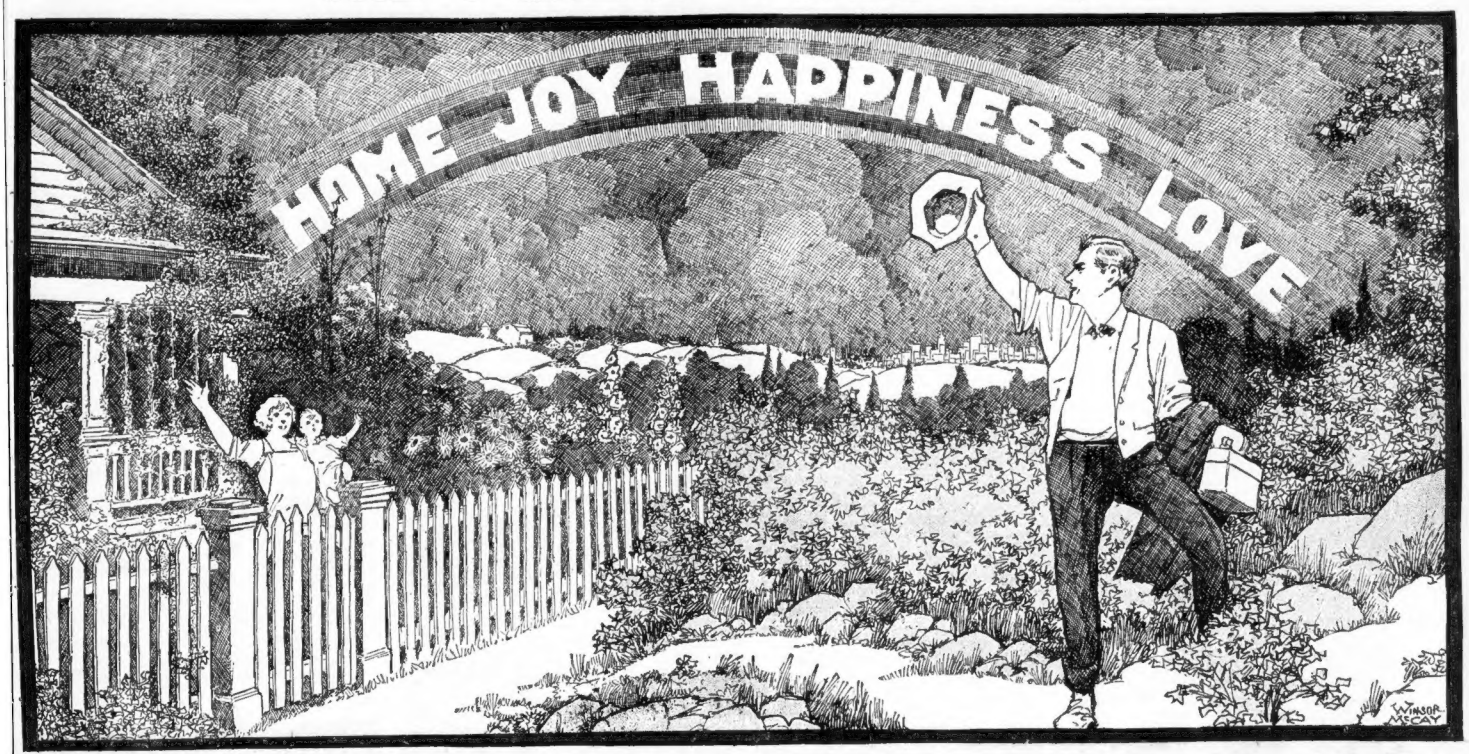
Devotion

George Raft learned recently that he is highly regarded by at least one citizen of Aukland, New Zealand.

Raft received a $1.00 check endorsed by Miss Nora Carew of that city. The check, she explained, was her award in a newspaper contest, and she immediately forwarded it to the Paramount star, requesting the "largest picture of you it will buy."

MARCH of EVENTS | BOSTON SUNDAY ADVERTISER | CITY LIFE
NEW ENGLAND'S GREATEST NEWSPAPER CIRCULATION
TOUR AND TRAVEL
Largest Sunday Circulation in New England | BOSTON, SUNDAY, DECEMBER 9, 1934 | Largest Sunday Circulation in New England

THE 4 GREAT WORDS OF LIFE



Four words that make life worth while appear, as in a rainbow, above this home of happiness.

All that creates life's happiness are in these four words, HOME, JOY, HAPPINESS, LOVE.

And all four words are within the reach of the poor man, the humble man.

Wealth and power cannot improve upon them, or [illegible] obtain by force anything more.

Home, Joy, Happiness, Love. Each one depends on the three others, and each is produced by the three others.

Home is the foundation. Joy, Happiness and Love are built upon that foundation.

A YOUNG wife, away from home by necessity, longing to return, and back in her familiar place with her children, at last, sent to her absent husband this telegram:

"HOME, JOY, HAPPINESS, LOVE."

On that telegram Mr. McCay bases his picture today. The four most important words in the language of men are homely, simple old-fashioned words, and they ARE the greatest.

Civilization is based upon them, love of country and the noblest emotions of men and women are born of them. Loyalty and devotion among brothers and sisters, parents and children are products of the four words in this picture.

Idealism that has gradually developed a better human race, better men, nobler women, happier children, is part of this picture. Happy the man, the woman and the children that live beneath this four-word rainbow.

Sorrowful those in whose lives any one of the magic four words is missing.

* * *

"To Adam, paradise was home. To the good among his descendants, home is paradise."

Adam found paradise in the Garden of Eden, an abode of delight, ready made, and could not keep it.

Today his descendants create their own homes, build their own paradise here on earth, while waiting for that which is promised.

There are words more pretentious, more exciting, perhaps, than these four simple words.

AMBITION is one of them, and ambition is born in the home, encouraged by the father and mother, developed by home reading of good books, directed by the noble uplifting impulses that are part of home life.

IMAGINATION is a powerful word, a name we give to the highest work of the brain. It controls thought, produces new ideas, increases power, wealth and scientific knowledge.

Imagination, THE FREE PLAY OF THE MIND, starts in the home, in happy Christmas excitement, in fairy stories told by mother or grandmother.

Ambition and imagination are born of happiness, joy and love in the home, IN CHILDHOOD. There imagination and ambition find their strength, not in later years.

The mind does not suddenly become ambitious at thirty, or dream dreams of imagination for the first time at forty.

In early childhood, imagination paints pictures more beautiful than the sky. In boyhood, ambition lays a foundation on which great accomplishment is built in later years.

That which does not start in childhood, STARTS NEVER.

* * *

"He is happiest, be he king or peasant, who finds peace in his home."—Goethe.

Happiness resides in the home, is born there and rules there. And from that happiness come joy and love.

GLORY is a noble word. It is a product of the home, of early teaching, of the stories of heroism that the children read, and are told.

SELF-SACRIFICE is noble. Every great crisis demands it, national safety needs it, the greatest good for the greatest number is unattainable without it.

Self-sacrifice is born of love, high, spiritual and unselfish.

The young hero going to his death on the field of battle advances, upheld by love of country and love of those at home whose approval and fond remembrance he desires.

The greatest sacrifice in all the history of the world, when Christ died upon the cross, was sacrifice born of love for poor, miserable, sinful human beings, whom He called His brothers and sisters.

* * *

"Home—the nursery of the infinite."

From homes such as this, and from homes infinitely more humble, have come the great men and great deeds that honor the world and are its hope.

Lincoln knew as home a small wooden cabin, with a floor of earth, a log fire giving the light by which he read at night. It was HIS HOME.

A good woman there taught him to read, encouraged him to get a few books that he knew.

In that home, and in the hard struggle of life outside of it, he built up strength that made of him a humble backwoodsman, self taught, the head of a great nation.

* * *

"The religion of humanity is love."

That saying by the great Italian, Mazzini, is truth.

"The religion of humanity is love," indeed. And the mainspring of religion is love.

"God so loved the world that He gave His only begotten Son."

"Life everlasting" is the result of love, and the gift of love.

SUCCESS is desired, men struggle long for it.

Qualities that make success possible are built up in the home, by helpfulness, ENCOURAGEMENT.

To believe that you can succeed is half the battle.

That belief is inculcated in children by loving mothers.

Day in and day out, year in and year out, the wellspring of encouragement and help never fails.

Each little act that deserves it is praised and encouraged. Each mistake is lovingly corrected.

Steadily, the mind, will and power are kept turned in the right direction.

* * *

It is the average that counts in this world, not the exception. Millions create the world as it is. The exceptions shine for a moment, flash like meteors flaming through our atmosphere, and are then extinct.

In this picture you see life as it is in millions of homes in America, a picture of life as it should be everywhere.

NOT TOO MUCH AND NOT TOO LITTLE.

Not enough to separate the father and the mother in their interests, the children in their pleasures.

The young man in this picture, waving farewell to his wife and child, looks back to that which means more to him than all the rest of creation.

The wife sees in his departing form, intent upon work that will provide for their child's growing needs and their own future welfare, all that is of consequence in her life.

As he works, his thought is of her. As she cares for the home, which is their center of joy, happiness and love, all her thought is for him and their child. She knows happiness in the highest degree.

To this fortunate man that gate and the path beyond represent the road to happiness. All of his treasure is there, his thoughts all turn in that direction.

"For where your treasure is, there will your heart be also."

Fortunate he whose treasure, heart, and mind, hope and joy are centered in the home that he has created. Happy the woman who has helped to build that home, and is herself its light, happiness and joy.

* * *

There are a thousand songs and a thousand tunes.

Why is it that ONE song is known and loved by ALL of the people?

"'Mid pleasures and palaces though we may roam,
Be it ever so humble, there's no place like home;
A charm from the skies seems to hallow us there,
Which sought through the world is ne'er met with elsewhere.
An exile from home splendour dazzles in vain,
Oh give me my lowly thatched cottage again;
The birds singing gayly that came at my call,
Give me them, and that peace of mind dearer than all."

Millions of hearts are touched by those simple lines. Unhappy he, if there be such a one, to whom they mean nothing.

There is always hope in a happy, united home, "Love can hope, where reason would despair."

There is harmony in happiness, for the man and woman that respect and trust each other.

"All true love is grounded on esteem."

Love between husband and wife, mother and child, brother and sister, is a thing understood, sufficient unto itself.

"Love understands love, it needs no talk."

The man who honors his wife and his children by his own good conduct, the wife whose loyalty and devotion are as clear and sure as sunlight, theirs is the real love and the real happiness.

And happy are the children born of such affection.

* * *

HOME, JOY, HAPPINESS, LOVE.

They are based on esteem, on goodness, on duty, on gratitude, and on kindness.

"Without kindness, there can be no true joy," said Carlyle.

Without the blessings expressed in these four words, there can be no complete life.

(Reprinted by Request.)

Congress Will Get $200,000,000 Plan Aimed to Make U. S. Invincible in Air

Nine Interlocking Aerial Zones a Basis for Proposed Gigantic Program

By Hans Christian Adamson
Who Was Civilian Assistant to F Trubee Davison, Assistant Secretary of War for Aviation in President Hoover's Cabinet

APLAN to provide the United States with air defenses so impregnable that they would discourage attack by any foe from land or sea will be put before Congress soon after it convenes in January with strong chances for favorable action.

It would lift Uncle Sam from a trailing position in aerial preparedness to one of outstanding leadership by creating an air armada of about 600 long-distance patrol planes, about 750 super-range bombers and several thousand pursuit, attack and observation planes plus the men and money necessary for their operation and maintenance. The total initial cost is estimated at $200,000,000.

This is by far the most ambitious and comprehensive aerial program ever put forward anywhere. It eclipses plans for the extension of the still incompleted Five Year Army Air Corps Program which has been crippled and hamstrung by inadequate financial support.

Commerce Chambers Supporting Plan

The most interesting feature of the bold pressure that is being concentrated to insure the adoption of the Air Defense Plan is that the major portion of its impetus now comes from Chambers of Commerce hundreds of them all over the country and not by enough, the reasons for this wholly unexpected and formidable backing are the recent successful speed flights over tremendous distances.

In the words of Arthur S. Dudley, head of the Sacramento Chamber of Commerce and past president of the National Chambers of Commerce organizations:

"Business and professional men have finally been brought to realize the potential menace to America's peace and safety that lies in the development of planes that fly far and fast with enormous cargo loads.

"It is well enough to cheer when big planes soar from coast to coast like shooting stars or drone from Australia to California, but at the same time it is the handwriting on the wall that spells trouble if you fail to heed it.

"These flights shake our sense of security and prove that our inland metropolitan centers are just as vulnerable against aerial attack as coastal cities unless they are properly protected."

Mr. Dudley is chairman of a nation-wide committee formed by Chambers of Commerce to insure the adoption and financing by Congress and the Federal Aviation Board of the Air Defense Program, the legislative details of which are being drafted by Congressman J. M. Wilcox, of Florida.

Plan Interlocking Aerial Defense

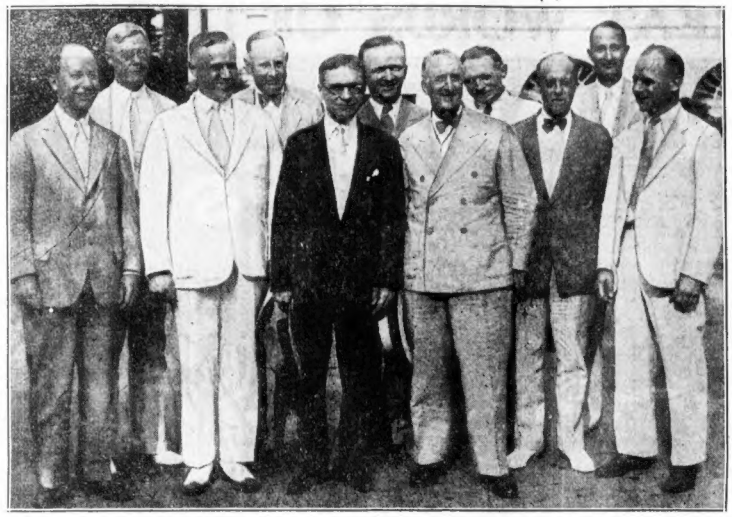
Roughly speaking, the program calls for an interlocking nation-wide Air Frontier Defense through the creation of nine major Air Defense Zones within America's continental limits. Each of these zones would extend hundreds of miles out to sea for patrol purposes and would be overlapping.

Strung along the coast they would present a solid line of fighting planes in place of the present spotty line-up where coast defenses by bombers against naval attack are maintained only near Norfolk, Va., on the Atlantic Seaboard and adjacent to San Francisco on the Pacific when the new Marin County Field is completed.

Four of the proposed zones would be on the West coast and three on the East coast. Two additional major zones would be established, one in the Great Lakes region and one in Texas to protect the Northern and Southern frontiers.

Back of this first line of aerial defense would be a series of secondary zones largely equipped with squadrons of fast bombing planes and miscellaneous fighting craft, such as high and low-altitude pursuit planes and attack aviation. These zones would be established in the Middle West, the Gulf States and the Mississippi Valley.

In addition, strong air units would be placed in the Canal Zone to prevent air raids on the Panama Canal. Aerial outposts would also be established at Porto Rico, Hawaii, Midway Island and Guam.



ARBITERS—Members of the Baker Aviation Board, appointed to recommend measures to strengthen the air defenses of the United States, and which filed its report some months ago. Left to right they are: Lt.-Col. E. S. Gorrell, Army Air Corps; Gen. G. E. Kilbourne, War Department General Staff; A. E. Brown, Recorder of the Board; Dr. G. W. Lewis, Chairman of the National Advisory Committee on Aeronautics; Newton D. Baker, former Secretary of War and Chairman of the Board; Clarence Chamberlin, transatlantic airman; General Hugh A. Drum, War Department General Staff; General G. S. Simonds, Commandant, Army War College; Maj.-Gen. Benjamin D. Foulois, Chief of Army Air Corps; Dr. K. T. Compton, President of M. I. T., and Major James T. Doolittle, well-known speed flier.

International News Photos.

Each of these defense zones would have a super-airdrome, with hangar, armory and machine facilities to handle several hundred military aircraft ranging from swift pursuit to heavy bombardment planes. Those located along the Pacific and Atlantic seaboards in overseas territory would also boast a new type of Army observation, namely, long-range amphibian planes, each of which would have a cruising radius of 2,000 miles or more.

In this manner the "eyes of the Army" would put on 1,000 mile lenses and bring any foe into focus long before he could release his fighting falcons to attack vital strategic spots along our shores.

Each base would have about fifty of these super-patrol planes and some fifty bombardment planes. These bombers would also be of the long-range type and designed to give short shrift to enemy fighting ships and airplane carriers far to sea. Such units of pursuit, attack and observation planes as would be necessary for protective and scouting purposes would also be assigned to every airdrome.

Each of these **bombing units would be designed to carry about 200,000 pounds of bombs on a single trip far out to sea and back again, enough to send any fighting ship or airplane carrier to Davy Jones' Locker.**

It is estimated that each base would cover from 1,500 to 3,000 acres and that the cost of construction and equipment would be about $10,000,000 per base.

Following conferences with various Air Corps representatives it has been decided to establish the proposed bases as follows:

ATLANTIC—One in New England, one in the Chesapeake area and one in Florida.

PACIFIC—One in Alaska, one in Oregon or Washington and two in California.

As the first step toward the materialization of the project, the plan is now before the Federal Aircraft Board created by President Roosevelt to study all phases of American aviation, military as well as commercial.

Inasmuch as the proponents of the plan are not concerned with the manner of its administration, or command, it is not expected that it will meet opposition in the War Department where the General Staff is opposed to a separate air force.

The Navy, however, may take exception to the part of the program that calls for the use of long-range patrols over the sea, as the Navy regards that sort of observation as part of its job in protecting the country against attack and invasion.

A recent survey of Air Corps tactical units disclosed that although Uncle Sam has 1,500 Army planes on his widely scattered airdromes, few would be of tactical value in the event a sudden explosion of one of the European or Oriental powder kegs should set free the dogs of war.

Uncle Sam in Scarecrow Class

These are the cold and disheartening facts:

Uncle Sam has several hundred pursuit planes but only 120 of them are fit for modern war. He has scores of attack planes but less than 40 are tactically up-to-date. He has several dozen bombers but less than 50 are good for anything but training purposes, and—as for observation—out of several hundred pursuit planes, only 30 or so have the speed and performance required of modern observation planes.

In other words, Uncle Sam is in the scare-crow class when it comes to air defenses—and scarecrows do not frighten enemy planes.

In advocating a large number of bombardment planes, sponsors of the Air Frontier Defense plan to follow the line of reasoning adopted by European tacticians who believe that the way to prepare for permanent peace and short wars is by concentrating on bombing planes.

A path in this direction was pointed by General Douhet, Italian aerial strategist who played a major role in Italian bombardment development.

The future he sees of future wars is one of long columns of bombers droning their way in deep columns into enemy territory and in such numbers that defensive weapons are unable to deal with the successive waves of bombing planes.

In other words, tacticians believe that the German system of successive infantry waves during the World War will be applied to bombardment operations in the next war and that the nation that bombs first and most will be victorious.

The stationing of long-distance bombers along the eastern and western seaboards, as well as in United States territories outside the United States under the Air Frontier Defense plan should provide a mobile barrier that would make any enemy stop, look and listen before he decided to attack.

Such bombers, operating in conjunction with the long-distance patrol boats and up-to-date fighting planes of other classifications, would not only take Uncle Sam out of the scarecrow class in aerial defense, but put him well in the lead in the field of up-to-date preparedness.

U. S. Turns to Latin-America to Free Itself from Rubber Tyranny—Tomlinson

Ford's Brazilian Project Typical Of Moves Aimed to End British Far East Monopoly

By EDWARD TOMLINSON,
Noted Expert and Lecturer on Latin America, Who Has Just Returned from a Visit to South America Aboard the Giant Airplane "Brazilian Clipper."

AT last real progress is being made toward freeing this country from the stranglehold of the foreign rubber monopoly.

Yet our own supply of the raw product is an infinitesimal portion of what we require. We are not only subject to the manipulations of the British East Indian producers in peace time but we would be completely at their mercy in time of war.

The reasons for which are simple. The rubber tree known to commerce today is the *Hevea Barsiliensis*, which grows only in the tropics. For many years this wild tree, found in the jungle regions of Brazil and Amazonian South America, furnished the world with all its crude rubber. But more recently the *Hevea Barsiliensis* was transplanted by the British to the Far East, to Malaya and the adajacent islands, where its domestication and scientific culture now makes possible the greater portion of the raw material for our automobile tires and countless other industrial necessities.

Cut-Throat Prices Forced Defense

A few years ago, when the Far Eastern producers joined in a cartel and attempted to peg the price of rubber at a cut-throat height, several of our big rubber manufacturing companies set about to develop plantations of their own. The Firestone Company secured a concession in Liberia, on the west coast of Africa, and planted a considerable acreage in trees.

Other companies made limited developments in the East Indian Islands — Sumatra and the Philippines.

One of the most ambitious projects was undertaken by Henry Ford, who procured an enormous tract of land in the Amazon valley of Brazil, the original home of the rubber tree, where he carried on developments on a huge scale.

Many of the efforts in the Far East and Africa have met with political and economic opposition from competitors and governments. In fact, some of the plantations have been ordered to be abandoned. So British producers are still the arbiters of the rubber industry. They control four-fifths of the world's production.

So far as this country is concerned, the logic of international politics dictates against this state of affairs. In case of a European war the price of rubber would mount over night, because England would almost certainly become involved. She would need her own rubber in greater quantities; so would her allies. Their needs would come first. Uncle Sam would be obliged to take the leavings and pay dearly for them.

Even in normal times the fluctuation of prices is a serious matter. Not so long ago Harvey Firestone said that even a rise of one cent a pound in the price of crude rubber costs the American people upward of ten million dollars a year.

But suppose we should get into a war with Japan? The road to the rubber fields of the Far East would be perilous indeed, now that we are pledged to set the Philippines free, thereby giving up our only effective outpost on the highway to the far Pacific, the road would be cut off.

Anyway, the recent passage by Congress of the Philippine Independence Bill has spurred the rubber interests to more determined action.

Those companies with plantations under way in the Philippines are planning no further expansions. Some of them I am informed by good authority, are even pulling out altogether. And these companies formerly engaged in developing plantations in other sections of the East Indies are shifting their efforts to regions closer home. They are seeking concessions and agreements with Latin American countries.

Latin-American Field Studied

Investigations are now in progress looking to the possibilities of developing plantations in Colombia, Panama and other republics of Central America.

The Goodyear Rubber Plantation Company has already negotiated a contract with Panama for the establishment of a rubber plantation on the isthmus. In fact, the contract is now before the Panamanian Congress for consideration and discussion and it may be ratified before this appears in print.

Not only are these companies actually planning extensive projects in the countries adjacent to the Panama Canal, but they are also offering every inducement to the people of these countries to plant rubber trees and develop plantations of their own.

Part of the proposed Goodyear program in Panama is the dissemination, free of charge, of scientific information relative to the cultivation of the trees and the distribution of seeds and plants at cost.

Meantime the vast Ford properties in the Amazonian State of Para in Brazil are going forward with all speed. Nearly a million and a half trees are already on the road to maturity, and some of them will be ready for tapping next year.

The development of a high-yielding rubber tree is a slow process, of course. A healthy tree will give off a fair amount of latex, or rubber sap, in five or six years, but a full yield is possible only after seven years' growth.

Perhaps this has furnished the excuse for the many rumors that the Ford project has been a failure, that the trees are dying off as fast as they are planted that living conditions and prevalence of disease in the Amazonian Basin have made it impossible for workmen to live in the remote jungle community around Fordlandia.

All these rumors have been either the products of misinformed people who have never been near the Amazon River, or the well-planned propaganda of interested parties.

Not only is this vast Yankee development flourishing, but it is the pride of the Brazilian Government officials and business men.

Vargas Enthuses Over Fordlandia

President Getulio Vargas himself recently flew 2,500 miles from Rio de Janeiro to Belem, the capital of the State of Para, and then 650 miles on up the Amazon and the Tapijos rivers to inspect for himself this vast undertaking.

President Vargas was so enthusiastic about his visit to Fordlandia that this modern community, with its trim houses, hospitals schools, churches and theatres, all provided for the workmen on the plantations, has become a Mecca for tourists from Rio de Janeiro and the great cities of the south.

Incidentally, enthusiasm of the Brazilian people suggests an important phase of this subject. If rubber is a commodity of inestimable importance to our economic well-being and national defense, there is no reason why it should not be produced within our own borders it is essential that we be able to procure it from neighboring and friendly countries. And friendship between Brazil and the United States is traditional.

But aside from the advantages to be derived from the friendly disposition of the Brazilians toward us, Brazilian wild rubber is still the finest quality of rubber to be found in the world.

GETULIO VARGAS, President of Brazil, where new rubber cultivation for the United States is in progress.

Brazil Original Home of Rubber

Although the highly cultured rubber tree of the Far East is a descendant of the Brazilian tree and gives forth latex in even more generous quantities, it has lost some of the other qualities of its forbears. So much so that Brazilian or Para rubber is still indispensable for the manufacture of many rubber products.

Interestingly enough, on the Ford plantations the seedling of the Brazilian plant is being grafted with branches from the Far Eastern plant. Thus the result is the high quality of the Brazilian variety plus the high yield of the Far Eastern variety.

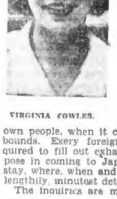
To make this process possible it has been necessary to import into Brazil a quantity of the stumps and roots of the Pacific island trees. This situation so alarmed the British that recently laws have been passed forbidding the exportation of seeds, plants or graftings from any British territories.

Likewise, time and our awakened industrial leaders are about to save Uncle Sam from the tyranny of the rubber dictators of the Far East.

Virginia Cowles Finds Foreigners in Japan Beset by Spies and Snoopers

By VIRGINIA COWLES.
Daughter of Dr. Edward Spencer Cowles and New York Social Registerite, who made her debut in Boston society in 1928-29. Miss Cowles has just completed a tour around the world.

JAPAN boasts one of the most exhaustive spy systems in the world. The natural inquisitiveness of the Japanese lends a joyful zest to the game; spying is not conducted under an aura of austerity; it is a game, like cross-word puzzles, that the whole nation indulges in and enjoys. The ranks of police and secret service men are swelled by waiters, office workers, postmen, taxi drivers, tourist bureau employes, shopkeepers, bellboys. Every one is eager to gain and dispense information regarding the doings of foreigners.



VIRGINIA COWLES.

The spy phobia springs less from suspicion than from the natural curiosity of the Japanese. The Japanese revel in other people's affairs. Japanese servants always inquire as to their master's activities; they demand to know the names of guests coming to dinner, and if this information is supplemented by a little personal gossip they go away smiling happily.

Japanese etiquette, again emanating from an inbred curiosity, requires that upon introduction a person must ask the name, age, position, salary of the other. The omission of these questions is considered as rude as refusing to shake hands.

If the Japanese are curious about their own people, when it comes to foreigners their curiosity knows no bounds. Every foreigner who approaches Japanese shores is required to fill out exhaustive blanks as to his occupation, his purpose in coming to Japan, his connections in Japan, his length of stay, where, when and why. The questionnaires are pondered over lengthily, minutest details are checked up.

The inquiries are made with profound politeness, the answers accepted with profound gravity

One American flippantly wrote after occupation, "German spy." Whereupon he was promptly taken to jail and confined there until friends came to his rescue, persuading the authorities that it was only an innocent case of American humor.

Information regarding every foreigner either travelling or living in Japan is filed and tabulated. The names are graded as to importance and the degree of respect which should be accorded them. Foreigners of distinction as well as those under suspicion are shadowed; a complete list of their activities is kept, ranging from hair cuts to dinner guests.

The Imperial Hotel, the main foreign hotel in Tokio, has a staff of secret service men who, with the co-operation of room boys and porters, report on the activities of the guests.

Most foreign mail posted in Japan is opened, read. Mail is never stopped but information considered valuable or interesting is recorded. Anti and pro-Japanese remarks are tabulated in the card files.

The post office soon becomes acquainted with the handwriting and tenor of the various correspondences of foreign residents.

One foreigner, whose brother is employed in the London War Office, receives letters from his sister promptly; his brother's letters always take from five to ten days longer to reach him.

A Scandinavian charge d'affaires supplemented this story by saying that the Japanese Foreign Office called him up one day to ask the meaning of an obscure Scandinavian word. He could not imagine why they wanted to know until a few days later he received a dispatch from Europe with the word included.

Information regarding travellers is wired ahead from town to town.

My sister and I took a trip through Japan, Korea, Manchuria. On an average of once every three hours plain clothes men, posing as passport inspectors, boarded the train and questioned us. They were always extremely courteous.

First they requested a visiting card, which they scrutinized with the utmost caution. Then they demanded our passports. This was more difficult. They sucked in their breaths, they produced a dictionary, they conferred lengthily.

After prolonged and diligent study they commenced a barrage of questions, the answers to which they transcribed in little black books. When we changed trains we were stopped on the station platform and again subjected to a second degree examination.

Often detectives failed to hide beneath the ruse of passport inspectors; they merely came up, hissed in our ears, "I am police," demanded the inevitable visiting card, wrote in the notebook, bowed politely and vanished.

Whenever we arrived at a hotel the room clerk invariably knew our history, past, present and future. Without our volunteering any information he commented on the places we had been, gave advice on the places we were going.

The divulgence of erroneous information never seemed to confuse the police force. On our way down from Harbin we filled out a comprehensive itinerary, stating exactly where we were going, what trains we were taking.

At Hsinking we changed our plans and, making connections by a hairbreadth, continued through to Tientsin. We took three trains not included in our schedule. Needless to say we had planned to spend the night, we discovered a train was leaving in twenty minutes.

We ran through the crowded station frantically, my sister trying to change Japanese money into Chinese a frightened Englishman coping with six porters and twenty-five pieces of luggage, I endeavoring to send a telegram at a bureau where no English was spoken.

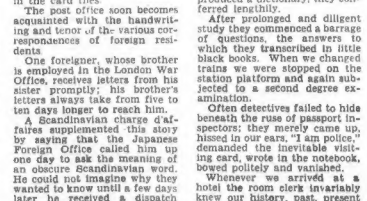
In triumphant confusion we boarded the train just as the conductor was shouting the Japanese equivalent for "All aboard!" Suddenly I heard my name called. A man came running up the platform, bumping into men with bundles, women with babies, coolies with suitcases.

"Mail," he said, handing me three letters, then disappeared. The letters had been addressed to me care of the Mukden Hotel. How anyone knew I was taking a train I did not know I was taking myself none of us has yet been able to figure out.

The prohibition of photography within fortified zones is another Japanese fetish which leads hundreds of foreigners into the police court every year.

These zones include all strategic harbors and military territory which controls the waterfront. There are signs in Japanese and English warning people against taking snapshots within the forbidden area.

The signs are small, the territory is expansive, and many people harmlessly walking through the country fail to realize they are within a fortified zone. They innocently take pictures of landscapes or village scenes and suddenly find themselves confronted by a policeman, who firmly insists that they accompany him to court. The films and cameras are confiscated, they are fined, they are put through a rigid cross-examination to determine the gravity of their guilt.



The wife of the British Embassy, not realizing he was in prohibited territory, snapped a picture of his dog. A casual passerby saw it, rushed to the telephone, notified the police. The Englishman was immediately arrested and taken to the police station. In spite of the fact that he showed his diplomatic passport, established himself as a resident of Tokio, explained this innocence, the authorities demanded his film and camera.

The Englishman fearing they might break the camera in taking the film out, asked if he could extract it himself. He did so. It was broad daylight and the film immediately blackened. This created a furor.

The authorities were then convinced he was a spy. They kept him at the station the entire day. Meanwhile the Japanese papers raved over the capture of the passerby who had informed the police, lauding him for catching a desperate spy and unhatching a sensational anti-government plot. After hours of cross-examination and intervention by the embassy the Englishman was released.

The Japanese spy phobia is inviting to foreigners. But if one surrenders to it it can be turned into an amusing game. Bets can be laid on detective-spotting, sweepstakes run on interference, and puzzle fans can occupy themselves in trying to figure out a method by which one can travel through Japan without the entire population knowing exactly why, when and where.

When one American, Oriental curator for an important museum, has sufficient time to spare he writes after occupation, "archeologist." Then he relaxes and watches the fun.

Contents of this page copyrighted by American Newspapers, Inc., 1934.

Great Britain's Supremacy on Sea Has Vanished, Says Admiral Jellicoe

No Longer Has Greatest Navy; Merchant Marine Lost Nearly Million Tons in a Year

By Earl Jellicoe, G.C.B., G.C.V.O.,
Admiral of the Fleet, Commander-in-Chief of the British Grand Fleet During the World War.

Admiral Jellicoe, who makes significant revelations in the accompanying article regarding Britain's sea power.

BEFORE we can undertake any examination in detail of the present position of Great Britain on the high seas it is necessary to establish what we mean by the use of the term "sea power."

My definition of sea power is simply the ability and the power to make use of the sea. The first essential for the use of the sea is ships, and it is the mercantile marine of the empire which provides the ships. The second essential is protection for the ships using the sea. This is provided by the Royal Navy.

Sea power is essential to the British Empire because it is the only means of communication between the greater portion of the empire and the rest of the world. The British Isles, Australia and New Zealand and most of our colonies are surrounded by sea. Therefore all goods, whether imported or exported, have to be carried by sea.

It is true that some passenger traffic could be transported by air; but air transport is not now feasible, nor is it likely to become so in our time, for the carriage of goods.

In some parts of the empire the life of the people is entirely dependent upon food brought in ships. In Great Britain we depend upon import by sea for some two-thirds of the food which we consume. Nearly the whole of the raw material for our industries comes in by sea; this includes practically the whole of our cotton, raw jute, hemp, oil fuel and petrol, three-fourths of the wool, half of the iron ore.

Our export trade all goes by sea—largely manufactured goods, coal and so forth. This would be entirely ruined if we lost the use of the sea transport.

Of the Dominions, Australia and New Zealand import little food but a good many other important articles. Both Dominions export great quantities of wool, meat, butter, etc. This trade is essential to the prosperity of the people. Canada is, of course, not so dependent upon sea communication, but exports a great deal of wheat and other cereals.

Britain Depends On Sea Commerce

The United Kingdom is the only country utterly dependent upon sea-borne trade.

At present the situation as regards ships of the British mercantile marine is giving rise to great anxiety, partly owing to general trade depression, partly by reason of the system of subsidies to merchant shipping adopted by many foreign countries.

Also, the British Empire has lost a considerable portion of the world sea-borne trade since the beginning of the great war in 1914, and the percentage of British vessels on the sea as compared with other nations is very much less than it was then.

In 1914 the aggregate percentage of the whole British Empire was 47, whereas in 1934 it stands at less than 33 per cent.

During the twelve months ended June 30, 1934, there has been a big net decrease in world tonnage, amounting to 2,350,000 tons. The only countries which were unaffected were Russia, Greece and Finland, which had slight increases.

The United Kingdom was by far the biggest sufferer, the net decrease in our shipping being nearly one million tons. The United States was next with a little over 300,000 tons. The high water mark of world shipping was reached in 1931, when the total was 70,000,000 gross tons.

Royal Navy Is Safety Insurance

The record amount of shipping ever broken up in one year was reached in 1933, when 2,500,000 tons were sent to the breakers' yards.

Great Britain also has sold a large number of ships. So far as the efficiency of ships is concerned, taking those over nineteen years old, the British percentage in existence is 20 and the foreign 31.

Briefly, the position is this: When war was declared in 1914 nearly half the merchant tonnage of the world belonged to the United Kingdom, but even then it was not possible to satisfy the demands made on our shipping by the empire and our allies. Today our share has sunk to little over a quarter of the world's total and is still decreasing.

We may well ask ourselves, therefore, what would happen to Great Britain in the event of another war. Should such an unfortunate thing occur involving the British Empire our enemies would, of course, do their utmost to prevent our use of the sea, hoping thus to starve us into submission.

The Royal Navy is our insurance against such a contingency, and the money spent on the fleet is the annual premium on a very sound policy. It works out at about 2 per cent of the value of the overseas trade of the empire, surely not an excessive sum. This expenditure of 2 per cent of the value of imperial sea-borne trade gives employment to some 90,000 officers and men of the Royal Navy and also to workers in shipbuilding yards, the iron and steel trade and related industries.

The main reason for the existence of the British Navy is defensive. Invasion of Great Britain would otherwise be easy from countries close to our shores because of our long coastline and small army.

The rest of the empire is not so open to invasion because of the long distances involved, but, if attempted, the small populations of the Dominions and long coastline would facilitate hostile landings. What is more, their vast territories are a tempting bait to over-populated countries with a pressing emigration problem.

No other country is so placed as Great Britain. Even Japan is more immune from invasion because of the distance involved and her large army and population.

The United States is, for all practical purposes, self-contained, and could subsist in time of war on its natural resources.

Today, as the result of the Washington Naval Conference and the later one in London, Great Britain's naval supremacy has vanished, her maritime forces having decreased by roughly one-third, while her overseas obligations are as great and the burdens for which she is responsible at least as heavy as they were in 1914.

There are 80,000 miles of communication on which British merchant ships are to be found. On a typical day in a time of normal prosperity some 9,500,000 tons of ocean-going British ships will be found on the high seas.

In the early part of the war there were 53 British and 18 allied men-of-war besides 22 British armed merchant ships operating in the Atlantic, Pacific and Indian oceans on trade protection. Yet the losses inflicted by German commerce raiders totalled 120 ships, although only two light cruisers, the Emden and the Karlsruhe, and two armed merchantmen, Moewe and Wolf, were at work.

Cruisers Needed To Protect Trade

In present conditions of naval reduction we should have less than thirty cruisers for the defense of trade, a hopeless figure in the light of our experience during the great war. It is true the number of cruisers to which we are limited—fifty is all—was only accepted until December 31, 1936. For many years the Admiralty has regarded seventy as an irreducible minimum.

This figure was reached when we were told not to regard the United States as a potential enemy, but the converse is scarcely correct. I have on occasions heard it stated by United States naval authorities that they must have cruisers armed with eight-inch guns to deal with British merchant vessels carrying six-inch guns!

Personally, I am doubtful if seventy cruisers are sufficient for the protection of our trade.

By November, 1917, the convoy system was in general use and we had, including United States destroyers, a grand total of 449 ships engaged in the protection of commerce.

Today we have only 183 available, of which 108 are over age. The difficulty in a similar situation today would be immense. Though the Treaty of London ordained that submarines must conform to the rules of international law to which surface vessels are subject, yet not all nations have signed that treaty.

If towns and ships are to be victims of indiscriminate aerial bombardment, can one be certain that the Treaty of London in regard to submarine warfare will be observed? We know how treaties were honored in the last war.

If offensive force between States is permissable at all, is there any good reason for permitting it on land and not at sea?

If all trade at sea were to be allowed to run quite free in war the use of the most effective means of shortening war would disappear. The voice of Great Britain depends on her power of blockade, and if we are restricted only to effectual war on land then Britain's power to stand up either for her own rights or the defense of the weak will be a thing of the past.

Tons of Illicit Narcotics from Europe Now Menace to U.S., Reveals Expert

Balkan Dope Flood via France Now Swells Traffic from Far Eastern Sources

By FERDINAND TUOHY,
Noted European Commentator on Current Events.

WHEN U. S. Commissioner of Narcotics Anslinger lately announced that "the general new position (in regard to dope) is of the most serious description," he had his eyes fixed on the Pacific Coast and the great increase of drug smuggling from the Far East, principally heroin.

However active the Japanese may be in shipping clandestine consignments of narcotics direct to California and places further south for subsequent transhipment to the United States, the Commissioner would do well not to relax his vigilance on the Atlantic seaboard.

Evidence is accumulating that the newly-installed "drug barons" of Shanghai, Dairen, Osaka, Tientsin and elsewhere in the Orient, are sending their devilish merchandise three-quarters way round the globe, via Europe, to attain the immensely profit-yielding North American market.

Recent seizures of heroin at Marseille and Antwerp have revealed this new and grave circumstance. Whereas it had been believed that drugs shipped from Europe to the United States emanated very largely, if not wholly, from secret sources and factories in Europe itself, it has now become plain that this is no longer the case.

A good deal of the clandestine supply for Americans still derives from Bulgarian and Macedonian sources, yet there is evidence that an ever larger quantity of dope, churned out cheaply in the Orient, is finding its way to European ports, and that the bulk of it is destined for re-shipment to the United States and Canada.

Dope Situation Is Out of Hand

The Opium Section of the League of Nations is fully aware of this situation and it is anticipated that the U. S. delegate, Stewart Fuller, will raise the matter at the full-dress Drugs Conference early in 1935.

The world situation in regard to high-power dope (heroin, morphine, cocaine) has for some time past been steadily growing worse until today it has gotten out of hand.

Geneva officially admits that a *hundred tons* at least of illicit dope has been put in circulation during the past five years.

If it be said that *three-quarters of a ton* of heroin, the monthly output of one clandestine factory uncovered at Radomir, near Sofia, equals 187,000,000 "shots" or a double dose a day for 3,000,000 addicts, some idea will be grasped of what is going on.

Furthermore, the estimate of twenty tons a year illicit output was made in 1933. Since then the picture has become much darker. We are aware that the most pussant animators of the traffic have settled down in the Far East adjacent to the poppy fields that supply their hidden factories with raw material.

But that is not all. In the same period, no fewer than ten countries which never manufactured drugs in the past have obtained the right to do so.

The newcomers are Belgium, Bulgaria, Hungary, Kwantung Leased Territory, Norway, Poland, Sweden, Czechoslovakia, Yugoslavia and Spain. Between them they have already erected seventeen new and entirely superfluous factories. In competent quarters the liveliest fear prevails that not all of these countries will manufacture only for their own needs, as they now claim to do.

Again, there is the extraordinary behavior of Bulgaria. Japan, France, the Shanghai "barons" and Bulgaria represent the Big Four in the widespread contemporary drug racket. Bulgaria alone is known to possess ten clandestine factories and it is certain many more are secreted in the hills next door to the Macedonian poppy fields, new acres of which are being steadily planted.

Bulgaria's importation of acid acetic anhydride, for the manufacture of heroin, has multiplied eighty-six times inside two years. The amount she imported last year was enough to make five tons of heroin, four times the legitimate needs of the entire world. Her production of raw opium has increased sixteen times within a like period.

Bulgaria is the "Japan" of Europe in this dope outrage on humanity. Her dope czar is one Lazoff, who, without the faintest doubt, enjoys protection in return for a rake-off to high places.

When "pressed" by authorities, he moves along and sets up factories elsewhere. These are very easy—a disguised garage and a few portable laboratory requirements are all that are necessary. Lately he has acquired several laid-up Danube steamers and established floating laboratories.

Balkans Produce Tons of Narcotics

What is being incredibly tolerated is the fact that nearly less importance to the United States than that which is happening under Japanese auspices in Jehol, and in the new general dope metropolis Shanghai, since the high-power stuff distilled in the Balkans is being smuggled to America through Havre, Cherbourg, Bordeaux, Antwerp, Rotterdam, and Hamburg. In the south, Naples and Genoa are also used but in lesser degree.

It is hardly necessary to use Italy on this account as the safest route to the New World is through wide open Marseille.

The situation in Marseille, in France generally, will monopolize the remainder of this expose, inasmuch as France must be arraigned with Bulgaria, Japan and Shanghai as the arch-sinner in the current poisoning of the world.

But with this difference: France is not known to be manufacturing clandestinely. Her crime takes the form of allowing her territory to be used as transiting corridor and as warehouse for hidden stocks.

The French attitude is clear-cut. It is this: "Fire away! Poison the earth, for all we care! So long as you don't poison French people!"

French newspapers admit that the country is "inundated" with illicit dope, but state that French nationals are adequately protected. The inundation is almost entirely for re-export.

It will be instructive to follow up just what happens on French soil Vessels from the Far East and from the Aegean (Salonika chiefly) carry smuggled and camouflaged dope to Marseille.

The uncrowned king of Marseille is a one-eyed Corsican who sprang from nowhere at the height of the boom decade. He is a member of the Chamber of Deputies. But even he is obliged to watch his step when faced with a local group of gangsters who preside over the drug and white slave traffics.

CRUSADERS—Commissioner of Narcotics Harry Anslinger (left) and Congressman Porter, who have waged a long fight against the drug evil in the United States.

Marseille Center Of Drug Traffic

This group of gangsters did not hesitate to murder and do away with the body of the British Consul, Mr. Lee, when he busied himself with the dope racket.

A percentage of the police and Surete are more than suspected of being susceptible to the pressure—and gifts—of this gang.

This great port, rotten at the core, is the most important place in Europe insofar as the war on the dope traffic is concerned!

Clandestine consignments are put ashore in all manner of ways. The smuggled opium is mostly warehoused in the surrounding districts. It is too bulky to shift except in response to individual orders. Thereupon the necessary quantity of the raw material is sent by courier to Paris and thence to the Americas.

High-powered derivatives — morphine, heroin, cocaine—are usually forwarded direct to Paris from ship. A courier goes to Marseille, makes his contact, and travels back with one or two valises (one grip will hold heroin worth a million francs.)

A favorite method, on arrival in Paris, for the courier to enter a waiting car and leave the dope-filled valise when he descends at his hotel or apartment.

The car is driven to a specific garage where the valuable cargo is taken in hand.

For the most part, stocks are held in a kind of rabbit-warren clearing houses such as a group of furnished rooms in back streets. The idea of the "warren" is that a really big seizure can never be made.

Some traffickers go in for stunt hide-outs — such as the dealer who kept his stock behind a long-forgotten tombstone in Montmartre cemetery. It is from these gentry that the crews of Atlantic liners derive their "merchandise." Heroin pills are the very latest mode.

Another growing trick is to soak dope for shipment in innocently-named mixtures, and the stuff is duly "unsoaked" on the other side of the Atlantic.

The British not long ago were suspicious of several cases of an unknown concoction labelled "Librinole." When seized it was found to be saturated in morphine. The French exporting firm indignantly asked for the return of their merchandise, but of course, did not get it. A little later the same people were caught exporting morphine as "colorant" in a dye stuff.

The principal European drug "barons" make Paris their working headquarters because of the unexampled leniency shown them. The most hardened offenders are let out on 10,000 and 15,000 francs bail, after which ensues every form of legal postponement until the affair is allowed to peter out. The culprit has bribed his way back to freedom—and to an immediate resumption of his deadly business.

Seizures made in France are not destroyed as in other lands but are auctioned to agents of three government - controlled drug factories, the money thereby obtained going to reward the agents who discovered the smuggled dope in the first instance. The three factories, already manufacturing sufficient narcotics for France's requirements, have all this seized stuff as surplus—last year fifteen times as much morphine and eighty-eight times as much heroin was seized as was legally manufactured.

France Distributes Illicit Narcotics

The State factories transform this surplus seized stuff into codeine and put immense quantities of this dangerous, habit-forming but not forbidden drug on the world market. Codeine can be easily converted back into morphine and heroin. So, in essence, the dope France seizes goes back into the illicit traffic by a round-about route.

All this is perfectly well-known and is admitted. The chief auction center is situated in the Boulevard des Dames at Marseille, where authorized buyers—one perhaps some others who are not—assemble monthly.

Recently one of the principal inspectors of the Surete at Lille was uncovered as the dope king of the North with direct channels to Antwerp and Rotterdam. The confessed inability to insure the destruction of some heaps of crystal, when the output of whole factories can be checked to ten grams, beggars characterization. In England no difficulty at all is encountered in doing away with the scant seizures made. These are tipped into what is known as "the King's Pipe."

To conclude: For twenty tons illicit dope was being manufactured annually up to 1933, three and four times that amount probably being churned out today thanks to the mass-production in various quarters that has set in since. As Russell Pasha, the great authority, says:

"Europe and America are faced with the danger of a flood of cheap narcotics. Out in China they have got over the difficulty of an inferior cultivation and are now turning out raw material that satisfies."

It is urgently necessary to arraign the four prime culprits, Japan, Bulgaria, France, and Shanghai Leased Territory, at next year's conference.

Austria's Vice-Chancellor Tells Why He Is Fighting Nazism

By PRINCE STARHEMBERG,
Vice-Chancellor of Austria.

VIENNA, Nov., 1934.

I HAVE often been asked why I am so emphatically opposed to National Socialism and all its works.

Today there is no reason why I should conceal that one of the most decisive arguments in support of my opposition to Hitlerism is the simple fact that I have personally known many of the Nazi leaders and I have always felt that they are totally incapable of producing in Germany those better conditions which they have so often promised to the mass of the people.

This applies still more to the Austrian Nazis, those unscrupulous and conscienceless demagogues who, far from striving for the freedom and welfare of the Austrian nation, prosecute their campaign solely as a means of gratifying their *amour-propre*.

I am sure of this—that the day will come when even the Germans themselves will recognize as a necessary act of self-defense the step we have had to take against the trouble-makers.

I do not, of course, claim that Austria is already an earthly paradise where the situation leaves nothing to desire and where the rulers are free from any human shortcomings.

No, we are just as much ordinary mortals subject to error, but if we compare recent events in Germany with those that have taken place in Austria then the latter is certainly a "land of promise" where order, peace and justice will reign. This order, peace and justice we hope to realize step by step with a systematic progress and the strength of steel.

I come now to the true reasons for the German boycott. It has been suggested that we should stop our campaign against National Socialism and then Germany would cease her activities against us. On that day German tourists would flow into Austria, bringing prosperity once more in their wake.

This is a fatal error. I, for one, believe that if, as they pretend, Germany had wished to "punish us," she would have done much better to flood Austria with German tourists, and consequently with a German propaganda more menacing than anything that had gone before.

The ban of trips to Austria had very different reasons. The economic situation of Germany is so critical that the rulers of the Reich were obliged to close the frontiers of the country and to restrain the efflux of tourists, not merely to Austria but to other countries, such as Italy, for example.

PATRIOT—Prince Starhemberg, Vice-Chancellor of Austria, who tells herewith of his fight against Nazism.

In face of a Germany struggling at once against the most serious internal crisis, both political and economic, the duty of every Austrian is undoubtedly to do everything to safeguard the continued independence and liberty of his country.

One of the fundamental differences—a difference of national character—which exists between ourselves and the Germans is the pronounced Austrian political faculty. We are perfectly aware not merely of our civic and patriotic duties but also of our capabilities and of our strength.

Very fortunately for us Austria was able to find in one of the most anxious periods of her history a man who succeeded in giving to the country that social direction of which it stood in such serious need.

This man, as all the world knows, was our Chancellor, Dr. Dollfuss. Now that for a long time certain elements in Austria hesitated before accepting the authority of a man who sprang from a party whose opinions they did not share. But the late Chancellor and I have often said that it is not a question of people regarding ourselves, or regarding somebody else as their political chiefs in Austria.

We did not demand of anybody an account of his political beliefs. The touchstone was—and remains today—whether a man is a good Austrian and whether he still strives with conviction for the future betterment of his country.

Chancellor Dollfuss was the one man in Austria who, more than anybody else, fulfilled this noble ideal.

He worked for the welfare of Austria with a patriotism, an insight and a knowledge of men and things that were all his own. He died the death of a hero. Now that he is with us no more it is possible to see what an enormous programme of reform remains to be achieved in Austria.

We must consider before everything else our economic situation, which is critical. Sad to say, in the domain of financial questions it is not possible to achieve miracles, and only the tub-thumper can be daring enough to promise to his hearers the return of prosperity within a period of months.

We believe that Austria already very hard hit by the crisis, cannot with safety to herself indulge in hazardous economic experiments which, as has been demonstrated only too clearly by the experience in Germany, nearly always terminate in tragic results.

Nevertheless quiet, methodical work must, sooner or later yield its fruits and procure for Austria that better future for which we have all been hoping so long.

The most important thing of all is not to lose faith or courage, and not to forget our strength, for more than ever in 1934 the future of the whole of Europe hinges upon the independence of Austria, and it is in the interest of all the powers that the future should be a happier and a better one.

Contents of this page copyrighted by American Newspapers, Inc., 1934.

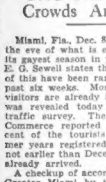
Winter Resorts Vibrate to Plans of Thrills and Relaxations for Visitors

Miami Set To Delight Visitors

Registration Is Now Far Ahead of Past Good Year; Record Crowds Anticipated

Miami, Fla., Dec. 8—Miami is on the eve of what is expected to be its finest season in years. Mayor E. G. Sewell states that indications of this have been rampant for the past six weeks. More than 15,000 visitors are already in the city, it was revealed today following a traffic survey. The Chamber of Commerce reported that 25 per cent of the tourists who in former years registered at its office not earlier than December 30, have already arrived.

A checking of accommodations in Greater Miami by the hotel and apartment house association also showed that the city is well able to care for more than a quarter of a million visitors this winter. More than 2000 apartment house units, 300 hotels and 2900 rooming houses are all open for the season. In addition, the majority of Miami's



E. G. Sewell

23,500 homes and residents will have spare rooms available at moderate rates. Hotel and apartment prices are in keeping with the times, but considerably lower than the 1928-29 season rates.

ACTIVITIES GALORE

There will be sports and entertainment galore for the city's guests this year. Nothing has been left undone to assure a season of fun and gaiety.

The major sports include 91 days of elapsed horseracing at Tropical and Hialeah tracks, Dec. 15 to April 1 the $12,500 Biltmore Golf Tournament at the Miami Biltmore Country Club, Dec. 8-16; the $3000 Miami Open Golf Championships, Jan. 4, 5 and 6; and the $4000 Annual International Four-Ball Matches, March 7-10 at the Miami Country Club; dog racing at Biscayne Kennel Club Dec. 1; the Seventh Annual Miami All-American Air Races at the Municipal Airport, Jan. 10, 11 and 12; a football game between teams of the U. S. Army Air Corps from Langley Field, Va, and the U. S. Navy Air Corps from Pensacola, Fla. at Moore Park, Wednesday night, Jan. 9; the Third Biltmore Tennis Championships at the Miami Biltmore Country Club, Jan. 6-12; and the Annual Biscayne Bay Regatta scheduled sometime in March.

NEW ATTRACTIONS

In addition there will be a program of minor sports, many of which are scheduled at night. These include swimming, horseback riding, archery, shuffleboard, Jai Alai, cycle racing, bowling, boating and yachting. More than a score of city tennis courts, illuminated for night play, and half a dozen golf courses in the area will be open to the public. For those who have a yen to hunt big game fish, there will be close to 300 charter fishing boats, well equipped for venture into the Gulf Stream.

Nothing has been forgotten in the entertainment of the winter crowds. Opened for the season are 19 theaters, 26 night clubs and 15 bathing casinos. There are botanical gardens and parks, through which tourists might stroll at their leisure; outdoor greens for bowling, libraries, where the most recent books and magazines might be found; 90 churches and more than 46 civic clubs.

Speed to Southern Climes

FLORIDA BOUND Orange Blossom Special, crack Seaboard Air Line, air conditioned train carrys many to lands of palm trees and sunshine.

Colpitts' Party Great Success

A thousand guests attended the Colpitts' tourist reunion party which was held last evening in the banquet rooms of the Boston Chamber of Commerce building. For a number of years the Colpitts Tourist Company makes this an annual event in asking their friends, clients and business associates to attend their annual reunion meeting.

There was a tremendous turnout this year, well over 1000 persons, and after a good dinner served in the main dining room, the party enjoyed some wonderful motion pictures sponsored by the Cunard White Star Line, the pictures being known as Fitzpatrick Travelogues.

The motion pictures lasted one and one-half hours, after which dancing to the tunes of "Uncle Ephi's" Orchestra was enjoyed.

Mr. Charles Dasey of the Boston office, Cunard White Star Line was toastmaster, and assisted in the arrangements, Messrs. Clarence C. Colpitts, Stewart A. Colpitts, Ernest F. Tarbox of the firm were on hand to greet all who attended.

Cruises by Holland

For years the Holland America Line has been known among the transatlantic carriers as one of the largest winter cruise operators. During various seasons the cruises operated have been numerous, not to mention the extensive number of summer cruises operated by the line.

Since the inauguration of the line's magnificent flagship, S. S. Statendam, some few years ago, the largest liner afloat under the flag of the Netherlands, the company has decided to also operate a de luxe tourist class on the same ship, inasmuch as the steamer is especially adapted for the purpose.

For the West Indies, Bermuda and Mexico the Holland America Line offers 18 cruises varying from six to 12 days at extremely economical rate levels. These cruises, this year, have been arranged on a co-operative charter basis with the national tours, and according to the local Holland America Line offices, nearly 100 passengers are already booked in total from New England for the two Christmas sailings.

Many Will Visit St. Pete

St. Petersburg, Fla., Dec. 8—Overflow Pullmans and extra sections to the ever busy tourist trains, highways and air lines entering the city, are daily swelling the winter population of sun worshippers to proportions never before reached at this time of year. At present, according to city information bureau statistics, there are no less than 75,000 vacationists in the city, approximately 80 per cent more than at the corresponding time last year.

To transport the big influx of northerners, the railroads serving this territory are operating the fastest and most luxurious trains in their history. Running between New York and St. Petersburg in 27 hours, air-conditioned tourist trains bringing the large cities of the north closer to the Sunshine City than ever before, with only one night en route.

Baseball fanatics are looking forward to the return for spring training of the New York Yankees and the Boston Braves, with most of the other major league clubs appearing here for exhibition games during February and March.

St. Petersburg's winter social calendar is crowded with events of interest to the fashionable set, including the Charity Ball at the Hotel Vinoy Park, with its military atmosphere, the Cabaret Ball of the Junior League, the Army and Navy, Orange Blossom, Coronation balls, and a continuous round of dinner dances, bridge teas, costume parties and musicals at the smart hotels.

Many to Visit Langton Hotel

With the popularity of Bermuda increasing steadily, the Hotel Langton at Hamilton, Bermuda, is looking forward to one of its busiest seasons.

Offering every type of sports to the vacationist—golf, horseback riding, yachting, fishing, surf bathing—the Langton is truly a haven of rest or pleasure. J. C. Cooper, proprietor, expects a very successful season, judging from advance reservations.

Historic Data in Travel Magazine

The American Express Company at Miami, Florida, is sending to those who write a travel magazine called "The New York-Florida-Nassau-Havana Limited," containing adequate material, historical sketches, maps, authentic travel data, and a section on Contract Bridge by Ely Culbertson.

Alluring Cruises Via United Fruit

Rare, enticing ports in little-known lands as well as famous resort-centers of the Caribbean are included in the great variety of Great White Fleet Cruises that sail weekly from New York.

Thus the popular 17-day cruise sailing every Thursday from New York on the splendid new turbine-electric liners of the fleet, visits not only Havana, the gay city of Cuba; Kingston, the brilliant capital of British Jamaica; Cristobal, the cosmopolitan port of entry to the Canal Zone and Panama—but includes Costa Rica for a novel climax, with ample time to make the spectacular mountain railroad trip from Port Limon, the tropical coastal city, to San Jose, the capital.

Besides these there are a series of all-expense tours: Ten days to Havana, sailing every Thursday; 11 days to Jamaica, sailing every Saturday; 13 days to Havana and Jamaica, sailing every Thursday; 15 days to Jamaica, Panama Canal Zone and Havana, sailing every Saturday.

On all of these Great White Fleet cruises, as well as on the regular weekly services, the fleet's liner ships are among the finest known in tropic waters—famed for their service and cuisine, with all outside staterooms located amidships, latest mechanical ventillation, outdoor swimming pools, dance orchestras. They are, in short, winter resorts afloat, noted for the way in which they combine luxury with charming informality.

Havana Welcomes Winter Tourists

The titles "Gay City," "Paris of the Western World," will belong pre-eminently to Havana, and winter vacationists limited in the time at their disposal and eager to take advantage of extremely low all-expense rates, are continuing to choose the seven-day Havana cruises that sail from New York every Saturday on the splendid turbo-electric liner Oriente.

The renown of the Cuban capital is undoubtedly due as much to its pleasure-loving, colorful and hospitable people as to its natural beauty. The combination of both is irresistible.

The seven-day cruise of the Oriente offer two days and a glorious night in Havana, with maintenance aboard ship, and they include two automobile sightseeing tours in the minimum all-expense rate. One of the sightseeing trips shows all the main points of interest in the city.

C. P. Liner In Demand

Montreal, Dec. 8—The travelling public has money to spend again—and is spending it. This winter's cruises are being booked earlier than ever before and people are looking for luxury instead of bargains. All of which, says Wm. Baird, Canadian Pacific's Passenger Traffic Manager, is an added indication of the economic improvement that has shown itself in many other lines of business.

"The most significant feature of this winter's cruise business," said Mr. Baird recently, "is that this year, six weeks in advance of the Empress of Britain on her world cruise, every suite has been reserved, and we have 25 per cent more bookings now than we had at the same time last year."

During the past few years, according to Mr. Baird, while there has been a fair percentage of demands for expensive accommodations, travel bargains have been mostly sought. A significant feature of this early booking activity, which also indicates returning economic confidence, is that steamship companies all report their advance bookings in the higher brackets, with cheaper accommodations still available. This is a direct reversal of last year's situation, when at this time practically all the lower-priced rooms has been taken.

Comparative figures are not available with regard to the Mediterranean-South Africa-South America cruise of the Empress of Australia, according to Mr. Baird, since no such voyage was offered last year.

Seaboard Air Line Popular

With the last nail of preparation driven, Florida and the South are awaiting the influx of Northerners, which has taken on exceptionally heavy impetus this season. From all indications this is the year of years to go South.

From Eastern cities to Florida, the noiseless, dustless, smokeless, air-conditioned trains of the Seaboard Air Line Railway are proving more popular than ever. J. A. Blaser, Seaboard's representative in Boston, stated that in these air-conditioned trains visitors to the Empire of the Sun feel no change of temperature

This year again, Seaboard has in effect the popular 18-day tourist ticket; 30-day and season-limit tickets. Stop-overs, without additional charge, are allowed at any point along the route. While in Florida, visitors who desire may exchange tickets for those of longer length by payment of proportionate charges.

Four fine, air-conditioned trains make up Seaboard's Florida fleet. The trains are the Orange Blossom Special, nationally famous as Florida's winter train and operating on the fastest schedule ever attained in its 10 years of service, the Southern States Special, New York-Florida Limited and the Cotton States Special.

Seaboard also serves central and both coasts of Florida. Here, in the land of sunshine and happiness, washed by the waters of the Atlantic and Gulf, and only a short distance from the cold, blustery winter of the North, one finds opportunity for the widest variety of pleasure and sports under the warm summer-like sun.

Clyde Adds to Service

The Clyde-Mallory lines, already offering thrice-weekly sailings to Jacksonville on Tuesdays, Thursdays and Saturdays, weekly service to Miami every Saturday, and sailings to Charleston on Tuesdays, Thursdays and alternate Saturdays, will increase its service to Miami by an additional weekly sailing every Wednesday after January 1, according to an announcement by H. G. Wenzel, passenger traffic manager of the lines.

The Clyde-Mallory "cruise-way" is the only direct all-water route between New York and the gateway cities of Florida. Those bound for Miami and its adjacent resorts can of course go there directly. Those whose destination is farther up along the East Coast, or inland, or on the Gulf Coast, can go via Jacksonville, with excellent rail or bus connections and low through fares—or better still, they can take their automobiles with them aboard ship, at low rates, and drive right from the pier to their chosen destination.

With all the added enjoyment of this ocean route, the "cruise-way" is most economical, too. Tickets include not only first-class transportation but also all meals and comfortable stateroom accommodations en route—every necessary expense within the one low rate. And there are all-expense tours that are just as comprehensive in their provision for the traveler's comfort ashore—13-day or longer Miami Beach vacations (also 9 and 10 days after January 1)

Cruises by Holland

For years the Holland America Line has been known among the transatlantic carriers as one of the largest winter cruise operators. During various seasons the cruises operated have been numerous, not to mention the extensive number of summer cruises operated by the line.

Since the inauguration of the line's magnificent flagship, S. S. Statendam, some few years ago, the largest liner afloat under the flag of the Netherlands, the company has decided to also operate a de luxe tourist class on the same ship, inasmuch as the steamer is especially adapted for the purpose.

For the West Indies, Bermuda and Mexico the Holland America Line offers 18 cruises varying from six to 12 days at extremely economical rate levels. These cruises, this year, have been arranged on a co-operative charter basis with the national tours, and according to the local Holland America Line offices, nearly 100 passengers are already booked in total from New England for the two Christmas sailings.

GEORGIC
CHRISTMAS & NEW YEAR'S CRUISE
From N.Y. Dec. 19, 10P. M...13 days; Over 4800 miles of pleasure-cruising. Five days ashore in Ryes glittering West Indies and South American ports . . . La Guaira, Curacao, Cartagena, Panama, Nassau. No passports are required.
$155 up

LATER
Sunshine Cruises
3 TO 18 DAYS
Britannic . Feb. 1
Feb. 21, 3 wks. 26, Mar. 19
Georgic . . Feb. 9, Feb. 14, Mar. 2, Mar. 30, Apr. 3, Apr. 15
Carinthia . Apr. 20
6 Day Cruises to Nassau . $70 up
Carinthia Jan. 26 Weekly thereafter
Inquire regarding Deferred Payment Plan

AQUITANIA
BRILLIANT NEW YEAR'S CRUISE
From N.Y. Dec. 26, M'dnt. (Back Jan. 1, P.M.) 6 days. 2 days and a night in Nassau, for swimming at Paradise Beach, for golf, sightseeing, etc. No passports.
$65 up

GALA ENTERTAINMENT ALL THE WAY
A galaxy of diversions arranged for your pleasure aboard all Cunard White Star cruises . . . dancing, deck sports, bridge tournements, talking pictures, boxing bouts, horse-racing, Night Club stars in Georgic, Aquitania and Carinthia cruises.
See Your Local Agent or
CUNARD WHITE STAR
33 State Street HUBbard 8700

FURNESS Early Winter Trips

TRIANGLE TRIPS TO
BERMUDA-NASSAU
6½ DAYS $83 up
Including PRIVATE BATH
DEC. 13. JAN. 5 and JAN. 17
Daylight day in Bermuda, 11 A. M. to Midnight in Nassau. Stopovers allowed. Triangle Trips of 10-12 days also available. One way fares to Nassau quoted on request.
Ballroom exhibition dancing and instruction by Arthur Murray teachers.

HOLIDAY CRUISES
to BERMUDA
From New York Dec. 21, 22, 26, 28, 31
4 days $60 up 5 days $67 up
6 days $74 up 10 days $102 up
including PRIVATE BATH aboard ship and accommodations at a leading Bermuda hotel. Longer trips available. Round trip $80 up.
Current sailings: Dec. 13, 15, 21, 22, 26, 28, 31, Jan. 5, 8, 12, 17.

"Pleasure-planned" voyaging on the Monarch of Bermuda or Queen of Bermuda with their famous shipboard facilities, cuisine and brilliant social atmosphere!

For complete information and literature apply local agent or Furness Bermuda Line, 10 State St., Boston.

FLORIDA and the SOUTH
4 fine AIR-CONDITIONED trains

ORANGE BLOSSOM SPECIAL
First trip from N. Y. Dec. 15. Lv. N.Y. 12.35 P.M. Lv. Boston 6.00 A.M. (Ex. Sun.) Lv. Providence 7.10 A.M.

SOUTHERN STATES SPECIAL
All-year-round service. Lv. New York, 9.30 A.M. Lv. Boston 10.35 P.M. Lv. Providence 12.00 midnight.

NEW YORK-FLORIDA LIMITED
Through air-conditioned sleeping cars Boston to Miami—St. Petersburg. First trip Dec. 16. Lv. Boston 12.00 noon. Lv. Providence 1.00 P.M.

COTTON STATES SPECIAL
All-year-round service. Lv. N. Y. 9.30 P. M. Lv. Boston 10.35 P. M. Lv. Providence 12.00 midnight. Atlanta, Columbus, Birmingham.

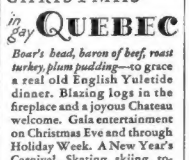
CLEAN • QUIET • RESTFUL
Seaboard serves mid-South resorts; Southern Pines, Pinehurst, Camden, Sea Island. Low Round Trip Fares; 18 day—30 day and 9 months' limit.

UNIFORM TEMPERATURE Year 'round. For entire Journey.

J. A. BLASER, D. P. A.
413 Old South Bldg., Boston, Mass.
Tel. Liberty 2634

Write for booklet A of complete information and booklet B hotel guide.

SEABOARD
AIR LINE RAILWAY
The ONLY completely Air-conditioned trains to the South



A Merrie Old-Time CHRISTMAS in gay QUEBEC

Boar's head, baron of beef, roast turkey, plum pudding—to grace a real old English Yuletide dinner. Blazing logs in the fireplace and a joyous Chateau welcome. Gala entertainment on Christmas Eve and through Holiday Week. A New Year's Carnival. Skating, skiing, tobogganing, snowshoeing—if weather usual. Gay old-French atmosphere. You can be *abroad* in little more than overnight.

Chateau rates at low as $7.00 per day, American Plan. Or room-bath from $4. single; $7. a day double, European Plan.

ROUND TRIP RAIL FARE — $24.05
Boston to Quebec and return.

See your local travel agent, or write or call on L. R. Hart, Gen. Agt., Canadian Pacific, 405 Boylston St., Boston. Phone Kenmore 7300.

Chateau Frontenac
A CANADIAN PACIFIC HOTEL

CRUISES · 12 DAYS · $108
NASSAU · MIAMI · HAVANA
Fare includes shore trips at each port

THE best time of your life! That's what you'll have aboard the attractive *Monarga*. It'll be fun whether you merely laze in the sun or engage in zestful deck sports. And gay shipboard life isn't all! You make two calls at Nassau, where a swim and lunch at Paradise Beach await you. And a trip to the Marine Gardens as well! Two more visits to Miami, now in brilliant winter season—with an auto tour of its suburbs and to its famous beach. 2½ thrilling days at Havana, glamorous capital of Cuba, with an auto trip to really show you the exotic sights of "The American Paris".

Your hotel throughout is the *Monarga*. She *docks* at all ports. Outdoor swimming pool, delightful food and service. Next sailing Dec. 15 Fortnightly thereafter. Stopovers permitted at all ports.

MIAMI SERVICE . . . On the *Monarga*, $50 one way, $95 round trip, with a day sightseeing at Nassau each way. All outside cabins.

NASSAU ALL-EXPENSE TOURS . . . Including steamer-round trip, week at Royal Victoria Hotel, American Plan, $119 up. Dec. 15 sailing has Christmas as extra day at Nassau—$125, including 8 days at Royal Victoria, American Plan.

All sailings from Pier 64, N. R., N. Y.

For further information apply to your local agent or
MUNSON STEAMSHIP LINES
67 Wall Street, New York. Gen. Agents for New England:
H. L. Mulligan, Inc., 33 Devonshire St., Boston

Florida
Let us tell you all about six different ways of going South. One way or round-trip. Call or send for our special Florida circular.
All-expense personality conducted parties during Jan., Feb. and March.

CALIFORNIA
Round trip at liberal discount. Tickets and Tours arranged daily. Going one way, steamer, through the Panama Canal, returning rail, visiting all places of greatest interest, including hotels, Pullmans, sightseeing.
All-expense personality conducted parties during Jan., Feb. and March.

TROPICAL CRUISES
MEXICO
BERMUDA
WEST INDIES
MEDITERRANEAN
ROUND THE WORLD

We make a specialty of Cruise travel, having all the rates and steamer plans for the various lines with experienced salesmen who have made the trips. Information and literature cheerfully furnished. Phone Cap. 3553

COLPITTS TOURIST CO
262 Washington St. Boston

FLORIDA'S FOREMOST RESORT
The Vinoy Park HOTEL
ST. PETERSBURG FLORIDA
Booklet
Summer Resort—NEW OCEAN HOUSE

NEW LOW FARES BOSTON to
WEEK END ROUND TRIP Friday or Saturday $4.50
ONE WAY Sun or call and Boat $4
ROUND TRIP (Good 30 days) Bus and boat $6
Connect. bus leaves Boston 5:15 P. M. Last personal train South Station 6 P. M.
Reduc. staterooms, running water (1 or 2 persons) $1 up

NEW YORK
ON FAST LUXURIOUS OCEAN STEAMERS
Steamers from Providence daily and Sunday at 7:30 P. M.

COLONIAL Music Line Dancing

CALIFORNIA
AND RETURN VIA
SOUTHERN PACIFIC
STEAMSHIP RAIL LINES
Five and one-half balmy days aboard S. S. DIXIE between NEW YORK and NEW ORLEANS; Sunset Limited thence scenic Louisiana, Texas, New Mexico and Arizona, with opportunities to visit interesting old towns across the border. This route both ways or all-rail in one direction.
Fare from BOSTON $175.00 12 Months Return Limit
Sail December 12; January 2, 23 etc. from
For literature and reservations apply to
SOUTHERN PACIFIC STEAMSHIP LINES
209 Old South Bldg., Boston, Mass.
'Phone Liberty 3695
or any authorized tourist agency

ST. PETERSBURG
AGAIN INVITES YOU!

THE SEASON IS ON—
What promises to be the greatest winter season St. Petersburg has ever experienced is under way . . . and thousands of people are already here playing in the sunny outdoors and enjoying life at its best . . . St. Petersburg invites you!

EVERYTHING IS READY!
All summer and fall St. Petersburg has been preparing for your entertainment. Playgrounds have been enlarged and improved. Golf courses are in finest condition. The beaches are more alluring than ever. There's a new freshness in the air, a brighter blue in the sky, and a new welcome awaiting the guests of the Sunshine City.

A GREAT CALENDAR OF INTERESTING EVENTS
has been planned for every week that lies ahead. Regattas, tournaments, festivals, pageants, greyhound racing, boxing, big league baseball, dances, concerts, Open Forum—every kind of cultural, recreation or entertainment attraction. A special program of social events has been arranged for the younger visitors.

PLAN TO COME EARLY AND STAY LATE.
You will enjoy life so much in St. Petersburg that you'll want to stay for a long vacation. So plan to come early and stay late. Hotels, apartments and furnished homes at reasonable rates. Moderate living costs. Excellent schools from kindergarten through 3-year Junior College.

WRITE FOR FREE ILLUSTRATED BOOKLET
No matter what your present plans may be, don't fail to get this new booklet with information and interesting pictures of sunny St. Petersburg and the Gulf Coast. Write to
D. G. Deaderick, Sec'y,
Chamber of Commerce—

ST. PETERSBURG-FLORIDA

WEST INDIES AND SO. AMERICA ON THE Kungsholm
GLEAMING WHITE VIKING LINER
the perfect ship for a perfect cruise
15 DAYS
CHRISTMAS
NEW YEAR'S
CRUISE DEC. 21
15 Days from $177.50
Leaves New York—Visiting
GRENADA — CURACAO
TRINIDAD — PANAMA
VENEZUELA — JAMAICA
Later Cruises
18 Days from $210. Jan. 9, Jan. 30
also Feb. 20 and Mar. 13
12 Days from $145. Apr. 3
2 Days from $97.50, Apr. 16 (Over Easter)
NO PASSPORT REQUIRED. For particulars CONSULT YOUR AGENT or
SWEDISH AMERICAN LINE
10 State Street Boston
LAFayette 3400

Read the Boston Sunday Advertiser Travel Pages to Plan Your Winter Vacation

Enchantments of Strange Peoples, Exotic Climes Await New England Tourists

Florida to Offer Smart Club Shows

Col. H. L. Doherty to Put on $500,000 Program of Society Events and Sports

Coral Gables, Fla., Dec. 8—Attracted by the most pretentious program ever arranged for a winter resort, tens of thousands of American vacationists are already invading Florida for a season expected to surpass the record-breaker of last year, when 1,500,000 visitors spent more than $300,000,000 throughout the state.

With the clouds of the depression clearing and abundant prosperity for vacations coming due, the upswing in Florida's popularity is expected to achieve new heights. The trend to the state steadily has been gaining momentum since November, 1932, when a new conception of the smart winter resort scene was inaugurated under the leadership of Colonel Henry L. Doherty of New York.

This year a third annual half million dollar program of championship sports and society events, sponsored by Colonel Doherty's swanky three-unit organization, the Florida Year-Round Club, is again setting the pace for the state's resort interests.

Throughout the southern resort areas hotels are already bustling with activity for early openings, pioneered by Col. Doherty two years ago, are now the adopted practice. The Miami Biltmore, scene of extensive resort property in the state, opened on October 18; the exclusive Roney Plaza at Miami Beach opens on December 15 and almost all of the luxurious homes and hotels will be gay and festive long before a tropical Christmas is celebrated against a background of poinsettias swaying in sunny breezes.

The old formulas have been scrapped and new modes of transportation, such as the ultra-modern aero-car fleet, the cabin autogyro, and the speedy seaplane which comprise the private transportation system of the Florida Year-Round Clubs, have been introduced, facilitating travel between the Roney Plaza, the Miami Biltmore, the club units, race tracks, shops, theaters and railway terminals.

But the big parade, according to Colonel Doherty, has only begun. At the Miami Biltmore Country Club, where in addition to Dutra, Paul Runyan, national P. G. A. champion, Mike Brady, Louis Consello and Ned Everhart, serve on the pro staff, 12 tournaments are on the golf schedule. Those still to be played include the Left Handers' Championship, Amateur Invitation, Skirts vs. Shorts Women's golf match, Miami Biltmore Women's amateur, Florida State Kiddies' championship, Invitation Four-Ball Championship, the Florida Year-Round Clubs' Women's championship, and the Year-Round Clubs' Men's championship.

Other highlights of the varied recreational program include the National Olympic Stars' Aquatic meet in the Miami Biltmore pool, the Key Largo Anglers' Club fishing championship, the third annual Miami Biltmore tennis championships, the Winter Bridge championships, the National Dog Show, the Miami Biltmore women's tennis championship, the Roney Plaza sailing regatta, the Highchair Boxing championships and the Miami Biltmore Mixed Doubles Tennis championship.

Easy on the Eyes of Miami's Visitors

HERE ARE a group of Miami beauties, typical of the best products the Magic City turns out, looking down on the beach and the sea from their high perches on a goose-necked palm tree.

Eastern in New Boston Office

Unique among ticket offices in this section of the country is one that has just been opened by the Eastern Steamship Lines, Inc., in the Little Building at the corner of Boylston and Tremont sts. The new office is on the Boylston st. side—No. 78—and since its doors were opened it has attracted so much attention that traffic officers have had to be detailed to keep the crowds moving.

The establishment is symbolic of the sea. In one window is a large model of the 10,000-ton liner Saint John, which now plies between Boston and New York, and the big ship rests in a reproduction of the Cape Cod Canal.

Over the door is a huge perfectly carved flag of the Eastern lines, and running across the window tops wonderfully carved anchors and coils of rope.

N.H. Trains To Florida

Last Monday the first of a fleet of Florida trains was put into operation by the New Haven Railroad. It was the forerunner of what appears to be the biggest season of travel to the South in many years.

In order to provide ample accommodations to handle an increase in business, extra service has been scheduled on the Havana Special between New England and Miami. There will be four trips a week instead of the three from Boston this year namely Mondays, Wednesdays, Fridays and Sundays from December 3 to 31 inclusive.

The same train will run to St. Petersburg every Tuesday, Thursday and Saturday starting December 18 and to St. Petersburg every Wednesday and Saturday starting December 12.

The Florida Special will begin daily operation to Miami on January 2, 1935.

Tourists to Visit Pope

New York, Dec. 9—A special Catholic mid-winter pilgrimage to include the "Eternal City," Assisi and Padua, with a European extension tour, is the newly announced religious travel event of the week. The cruise, sponsored by the Catholic tour division of the American Express Company, in co-operation with the Italian Line, is scheduled to leave New York February 21 on the Saturnia.

Heading to the southlands from Boston, shore visits will be made at the Azores, Lisbon, Gibraltar, Algiers, with a sightseeing program at Naples, prior to the ecclesiastical pilgrimage of the hallowed shrines in Rome, which will include an audience with the Holy Father at the Vatican City.

From the shrines and cities of Italy the cruise tour will leave Milan March 16, by way of the Italian Riviera to Nice, where the resorts of the Corniche Drive will be visited, returning to New York March 28.

AMERICA'S FINEST OCEAN-FRONT HOTEL

Smart Living

WITH the social gayety of the Continent . . . the amiability and sun-warmth of the South Seas . . . and the smart modernism of America . . . the Roney Plaza holds a special appeal for those who dignify living as an art.

The Roney Plaza's extraordinary vacation facilities include guest membership in the Roney Plaza Cabaña Sun Club, Miami Biltmore Country Club and Key Largo Anglers Club on the Florida "keys" . . . with complete transportation service by aerocar, autogiro or sea-flyer to all resort activities in this land of winter play.

OPEN FROM DECEMBER 10TH

RONEY PLAZA

MIAMI BEACH FLORIDA

FLORIDA

CUBA—SOUTH

Where Summer laughs at Winter. Tumbling surf breaking over curving beaches—the green of challenging golf courses—the flash of white sails—the chug of motor boats—the game fish of deep waters—your favorite sport or pastime at its zenith in Florida sunshine.

Leave Boston Daily

The FLORIDA SPECIAL Leave 9.00 A.M. Tf. Dec. 2. Aristocrat of winter trains. Boston–New York to Palm Beach—Miami. New Recreation Cars; Orchestra; Dancing; Games. 32 5/6 hrs. Boston to Miami.

The HAVANA SPECIAL Leave 4.00 P.M. Thru service from New England points to Florida East and West Coasts, Havana and beyond — All yest cars.

Other East Trains leave Penn. Station, New York, Daily

GULF COAST LTD. Lv. 1 05 P. M. (Tf. Dec. 15.) New York to the Central South and West Coast of Florida.

THE MIAMIAN Lv 10.30 A. M. (Tf. Dec. 15) To Florida East Coast Resorts. Less than 28 hours New York to Miami.

PALMETTO LTD. Lv. 3.30 P. M. From New York to Mid-South Resorts of the Carolinas and Georgia.

A clean ride on a double track, rock-ballasted railroad; protected by automatic signals and train control.

TAKE YOUR AUTO—One Additional R. R. Ticket Carries It. Tf. Dec. 15

J. H. JOHNSON, N. E. A., 294 Washington St., Boston, Mass., Tel. Liberty 2115

Atlantic Coast Line

THE STANDARD RAILROAD OF THE SOUTH

LUXURY CRUISE TO THE

Mediterranean

EGYPT-PALESTINE

Statendam

FROM NEW YORK FEB. 7th, 1935

58 days - 25 ports 16 countries

First Class - $625 up

Tourist Class - $340 up

The annual visit of the flagship of the Holland-America Line is the event of the year in the Mediterranean. Every detail of the cruise has been carefully planned, to assure its utmost comfort, pleasure and relaxation. Booklet of itinerary on request. Shore Excursions in charge of American Express Co. and Frank C. Clark.

APPLY TO YOUR LOCAL TOURIST AGENT or

HOLLAND-AMERICA LINE

14 Providence St. (Statler Bldg.), Boston

CENTER OF THE WINTERTIME WORLD

The Most Amazing VACATION Ever Conceived

MIAMI BILTMORE

CORAL GABLES, MIAMI, FLORIDA

Holidays on Lady Boats

Those who have spent Christmas during the past years by their own northern fireside, but this year wish to do some travelling to see how the festive season is celebrated in other lands, will have the choice of two sailings at attractive areas in the Caribbean Sea where Christmas and New Year's may be enjoyed in a real tropical setting.

One of these sailings will be the Lady Somers, Canadian National Steamships, from Boston December 14, for Bermuda, the Bahama Islands and Jamaica. After spending 22 hours in Bermuda and 7 hours in Nassau, the ship is due at Kingston, Jamaica, Sunday, December 22. On the evening of Christmas Day, the Lady Somers will commence her northbound voyage, and after spending 8 hours at Nassau on December 28, will then proceed to Bermuda. Here the ship will dock until 6 a. m. on the morning of January 1, permitting the celebration of New Year's Eve. Arrival at Boston is made on January 3, completing a three-week cruise.

The other sailing will be the Lady Hawkins, Canadian National Steamships, from Boston December 18, for Bermuda, the Leeward and Windward Islands, Barbados, Trinidad and British Guiana. On this voyage Christmas Day will be spent at the island of St. Kitts during the forenoon of December 24, and will dock at Nevis during the afternoon and evening, where Christmas Eve will be celebrated. The ship will then proceed to the island of Antigua where Christmas morning will be spent and then move on to the tropical isle of Montserrat, which is reached at 4 p. m. on Christmas Day. The Lady Hawkins will then resume her voyage south-bound, and after calling at various other islands, will arrive at Demerara on the evening of December 30. She will remain in port there for 2 days. The Lady Hawkins will then commence her north-bound trip with calls at the same islands, arriving back in Boston, January 14.

The Amazon river is navigable for 3000 miles, the distance between New York and London. With its tributaries it comprises the largest river system in the world. In many places the Amazon looks more like a sea than a river.

NEW, SUNNY 12 to 16-DAY CRUISES

★ TO FLORIDA THE WEST INDIES SOUTH AMERICA

$97.50 UP 12 and 13-day Cruises (Leave New York February 4 and March 7)

16-day Cruises $115 UP (Leave New York January 18, February 17 and March 22)

For the number of cruising days and the number of ports visited, *these are the lowest cost trips in the whole winter cruise calendar. They are the only West Indies and South American cruises calling at Miami. The cruise-liner S.S. Evangeline* is your hotel afloat and ashore. The ship is scheduled to dock at the wharf in every port, a special convenience. Entertainment or relaxation en route.

16-day Cruises

Almost 5000 miles at sea and long sunlit days ashore in each of these warm, romantic ports: Two stops, one overnight, at fashionable *Miami*. Then, *Nassau*, gem city of the Bahamas; *Willemstad, Curacao*, a little Holland under the palms; *La Guaira, Venezuela*, where you'll step ashore on South America's mild Riviera-side trip into the Andes to Caracas; at *Kingston, Jamaica*, you spend the night in port and dance on deck by the stars.

12 and 13-day Cruises

The 12-DAY CRUISE will omit Willemstad and La Guaira, but will stop at *Port au Prince, Haiti*, instead . . . a lovely, tropic town with a magnificent Presidential palace and smart clubs.

The 13-DAY CRUISE will follow the same sunny itinerary with the addition of an extra or second day in Miami. Over 3600 gay, restful miles at sea.

Write for illustrated folder

FOR FURTHER INFORMATION APPLY YOUR TRAVEL AGENT or 78 Boylston St., Tel. Liberty 4850-3811; or 50 Franklin St. Tel. Liberty 4586 or Rolfe Wharf, Tel. HANcock 1700.

Eastern STEAMSHIP LINES

Russia Sees Increase

Completing its most successful season, Intourist, Inc., U. S. representatives of the Travel Company of the U. S. S. R., anticipates a heavier traffic year in 1935 and looks to New England to furnish a large part of its tourists to the Soviet Union. Mr. Harry Rubin, former New England manager of Intourist and now heading the company's agents' department, returned from an extensive trip to the Soviet Union enthusiastic about the prospects in his former territory.

He met many New Englanders in various cities of the Soviet Union and found them warmly interested in the new country.

The anticipation of a 1935 increase in travelers to the U. S. S. R. from the United States is based on the new interest in Soviet affairs following recognition and to the vastly improved facilities for handling visitors developed in the past few years by Intourist.

G. E. Elansky, former international vice-president of Intourist, has recently arrived from Moscow to assume the presidency of the American company. He spoke yesterday to a reception given in the Hotel Statler for New England travel agents.

5 Eastern S.S. Winter Cruises

Three smart, thrifty, de luxe cruises to Florida, the West Indies and South America and two to Florida and the West Indies on the cruise-liner "S. S. Evangeline" have been scheduled for the winter season by Eastern Steamship Lines, according to a recent announcement by Alton B. Sharp, president. These are the only New York-West Indies-South America cruises which include stops at Miami, Florida.

Three are 16-day 5000 mile trips with full day stops at Nassau, Bahamas and Kingston, Jamaica, British West Indies; Curacao, Dutch West Indies; and La Guaira, Venezuela, South America.

A 12-day 3666-mile cruise on the same ship will leave New York February 4 and make full one-day stops at Nassau, Port au Prince, Haiti, Kingston and Miami.

A 13-day 3872-mile cruise over the same route leaves New York March 7. This trip provides stops at Miami on both outbound and homebound voyages. The homebound stop for 25 hours permits passengers a night ashore amid the winter season galeties if they so desire.

The ship is the passengers' hotel afloat and ashore as the "Evangeline" is scheduled to dock at every port, thus permitting passengers a maximum number of hours ashore for sightseeing, shopping and other pleasures.

Munson Is Optimistic

Sidney Henry, general manager for the trustees of the Munson Steamship Line, returned to New York last week in the Munson liner Munargo after making the 12-day cruise to Nassau, Miami and Havana on an inspection trip. Mr. Henry reported that prospects for improved resort and travel business in these ports was excellent and that preparations for the biggest year since the start of the depression are being made.

In Miami, in particular, Mr. Henry said, the outlook is unusually good, while in Havana general conditions have become so settled that hotels anticipate a banner year. Nassau is also looking forward to a record number of winter visitors, he said.

New Year's Eve on Aquitania

The Aquitania, which will sail on a holiday cruise to Nassau, in the Bahamas, on December 26, will remain for two daylight days at the West Indian port, according to an announcement by Cunard White Star Limited. This cruise will cover six days, returning January 1.

New Years Eve will be celebrated aboard the ship, a gala program being promised.

74° WARM NOW IN THE "CITIES OF THE SUN"

Daily Winter Average Maximum Temperature

OUTWITTING WINTER ...at prices you can afford!

Vivacious and Sparkling is the gay winter life of the Miamis. Winter cares and worries fade under sun-ray treatments and zestful out-of-doors living. Robust health and happiness are yours for the asking—and at prices to please the most modest of vacation budgets. There's a sunshine diversion for every mood.

Facilities for 150,000 Visitors assure low competitive rates. More than 200 hotels, 5000 furnished homes and 10,000 apartments in tropical settings.

Living Costs are much the same as at home. Cozy, ready-to-live-in housekeeping units from $200 to $600 for the season, or from $50 to $100 monthly. More elaborate units, $750 to $2500. First class hotels, $2, $4, $7, and $10, depending on location and appointments.

Come Now prepared to stay all season. Just pack your summer togs and sports equipment, and set sail for the Cities of the Sun. It's the clever and economical way of really Outwitting Winter.

FREE: *Booklet giving rates and details, write to Chamber of Commerce — Miami or Miami Beach, Florida*

Outdoor Sports Capital of America

Horse Racing - Begins Dec. 15. 3½ months, 2 tracks.

Golf - Tournaments begin Dec. 8. 11 sporty courses.

Fishing - 300 charter boats. 653 kinds of game fish.

Dog Racing - 201 nights from Dec. 1st on 3 tracks.

Air Races - All American Meet. Jan. 10th, 11th & 12th.

Jai Alai - Lightning-fast Cuban sport. Foreign stars.

Yachting - Annual deep-sea races. Speed and sailing.

Polo - Tri-weekly matches. Fast ponies, leading stars.

Park Sports - Fifty tennis courts, lawn bowling, roque, shuffleboard, horseshoes, etc.

Surf Bathing - 8 miles of beach. Temperature of surf averages seventy degrees.

Visit our Chicago Information Office, 180 N. Michigan Blvd.

MIAMI AND MIAMI BEACH

BOSTON to all FLORIDA

East coast, west coast—whatever Florida resort you choose, this is the smart and thrifty way to go —via New York, then on the Clyde-Mallory Cruise-way to the gateway cities. Big modern liners with deck sports, glassed-in promenades, famed service and cuisine. Combine all the delights of a cruise with your visit South.

JACKSONVILLE

ROUND TRIP FARES

Applies on Tourist and Thursday sailings from New York. Where differential from New York on Saturday sailings, tourist fare will be $5 higher.

Return Limit 30 days $58.25

Return Limit 9 Months $67.05

MIAMI

ROUND TRIP FARES

Return Limit 30 days $80

Return Limit 9 Months $90

Correspondingly low fares to all points in Florida

Fares include transportation between Boston and New York, also transportation with meals and stateroom accommodations between N.Y. and Florida.

LOW AUTO RATES from Boston or New York

Superior stateroom accommodations only slightly higher.

CLYDE-MALLORY LINES

A DIVISION OF ADMIRAL INC.

J. A. COLLINS, General Agent

50 Franklin St., Boston, Tel. CAP. 4700 or Authorized Tourist Agents.

Summer in FLORIDA this Winter

Travel by Train

TO THE LAND OF SUNSHINE

Enjoy the comfort, safety and convenience of modern through train service and ship your automobile by expedited freight service.

Through SLEEPING CAR SERVICE Low Round Trip Fare

★HAVANA SPECIAL

Via Sea Board Air Line Ry. Atlantic Coast Line R.R.

Leave Boston (So. Station) . . . 4.00 P.M.

To St. Petersburg every Tuesday, Thursday and Saturday, starting December 4. To Miami, Monday, Wednesday, Friday and Sunday, December 3-31, inclusive. To Sarasota, Monday, Wednesday and Friday, beginning January 2, 1935.

★NEW YORK-FLORIDA LIMITED

Via Sea Board Air Line Ry.

Leave Boston (So. Station) . . . 12.00 noon

To Miami every Monday and Thursday starting December 10. To St. Petersburg every Wednesday and Saturday starting December 12.

★FLORIDA SPECIAL

Via Sea Board Air Line Ry. Atlantic Coast Line R.R.

Leave Boston (So. Station) . . . 9.00 A.M.

To Miami daily, beginning January 2, 1935

For Transportation and Pullman Reservations

. . . call at South Station, Back Bay or City Ticket Office, 67 Franklin Street. Telephone HUBbard 6800.

THE NEW HAVEN R.R.

Write, phone or call. The Advertiser Travel Bureau, 5 Winthrop Sq. Tel. Liberty 4000.

NEW YORK-FLORIDA-NASSAU-HAVANA

The GIMLET

A RESORT TRAVEL MAGAZINE

100 pages—including a N. Y. City Section—Hotel Rates—Maps—How to get there—What to see—Cuisine on an "Ocean-trip"—Newsstands 25c, or FREE copy if you write AMERICAN EXPRESS CO., MIAMI, Fla.

New Deals in Travel Lend New Delights to Old Scenes on Winter Pleasure Trips

Franconia for World Trip Soon

Cruise Around Globe Carries Tourist to Many of the Most Interesting Scenes

The hope of nearly every person is to take the journey supreme, a trip around the world, the most delightful expedition in the entire realm of travel.

The number of people who circumnavigate the globe grows with every succeeding year. Many repeat the trip yearly, as was shown by the records of the Franconia last season when one man had booked on this ship for the seventh successive cruise. A journey around the world on the Franconia carries the tourist to the most attractive countries in the world at the most opportune time to visit them. The next cruise will leave New York at midnight on Friday, January 11. Thos. Cook & Son is operating with Cunard White Star.

Sailing southward toward the Panama Canal the steamer calls at Jamaica. The next call is at Cristobal before making the trip through the Panama Canal. On the western side a stop is made at Balboa. The ship calls at San Pedro, California, for passengers from the western part of the United States.

Second to no beauty spot in the world is Papeete, island of Tahiti. Samoa differs from all the preceding islands. The people are good-looking, kind to each other and love and marriage seem to be the things they live for.

On St. Patrick's Day the ship will come to anchor at Bali, a paradise of scenic beauty inhabited by a people still unspoiled. The inhabitants of Java are much like the Balinese, but as they import many luxuries they have to work to pay for them.

All cruises calling at Singapore supply an excursion to Johore, 14 miles distant. The palace of the Sultan is always visited also the great mosque and the Chinese gambling houses, which are always crowded with players.

Penang, on Prince of Wales Island, off the Malay Peninsula, is the center of a rich rubber producing region, Colombo, Island of Ceylon, is the next stop. Mombasa is the first stop below the Equator in Africa. At Zanzibar, the ship's passengers will see where the world's cloves come from. At Majunga, in Madagascar, a new port which has never before been visited by any world cruise, a crocodile hunt may be organized. Durban, Port Elizabeth and Cape Town will be visited in South Africa.

It is a long sail across the Atlantic to South America, and three stops will be made in this wonderland—Montevideo, Santos and Rio de Janeiro. On the way back to New York a call will be made in Barbados. New York is reached after an absence of more than four and one-half months. The distance covered by the ship will total upward of 37,000 miles.

Seven Cruises by Swedish Line

"The prospects for a busy West Indies cruise season are most excellent," according to G. Hilmer Lundbeck, managing director of the Swedish-American Line, who just returned from a cruise to Nassau and Bermuda in the motorliner Gripsholm. "From all indications, the popular cruise liner Kungsholm will enjoy as generous patronage this season as in any previous West Indies cruise year.

Sailing on December 21 on a 15-day Christmas and New Year's cruise to the West Indies and South America, the de luxe motorliner Kungsholm, flagship of the Swedish-American Line, will inaugurate her schedule of seven winter cruises to the glorious sunny south lands.

The Christmas cruise will be followed by four cruises of 18 days each on the January 5 sailing, a February 20 and March 15, and in April by one cruise of 12 days and a shorter eight-day Easter cruise to Nassau and Bermuda.

Fast Trains Southward

The ever-growing popularity of The Empire of Sunshine—land of orange blossoms, palms and silvery strands—is attested by the lengthening of the season, both at its beginning and ending. An astounding number of eager sojourners are there already.

The speed, ease and low cost of railroad transportation—Florida being but an over-night trip from the great cities of the north—are factors that have robbed distance of its obstacles.

The daily fast through trains of the Atlantic Coast Line Railroad take you to "summer in winter" in luxurious comfort on the double track—sea level route.

The most famous of these trains, The Florida Special "Aristocrat of Winter Trains," provides a travel feature that is unique. It is the only train in the world providing recreation cars, especially designed and equipped, for the entertainment of patrons en route. An orchestra renders concert or dance music, bridge and other games may be enjoyed. There is a hostess in charge.

The Havana Special—an all-year train and favorably known for its delightful lounge cars—adds its facilitated service from Boston daily for the winter season to all Florida, Havana and beyond.

The Gulf Coast Limited, leaving New York 1:05 p. m. daily (eff. Dec. 13) is a fine fast train to Central, South and West Coast resorts of Florida.

The Miamian, likewise making its seasonal inaugural trip December 13, will leave New York at 10:30 in the morning and arrive at all Florida east coast resorts the next afternoon—less than 26 hours New York to Miami, a train comparable in speed to the famous Florida Special.

Gala Events In Bermuda

Cottage rentals by fashionable "colonists," advance hotel reservations, and especially bookings on Furness Bermuda liners, all point to an unusually active and socially brilliant winter season in Bermuda. Possibly the weather forecasters have given additional impetus to the annual migration, for they unanimously predict a long hard winter—but the steady growth of the island's popularity is reason enough to expect big things in this 1934-1935 season.

Naturally Bermuda itself is not content just to rest on its laurels. Many of the great hotels have already announced elaborate entertainment programs, featuring nationally and internationally known dance orchestras and guest artists. Golf and country clubs, such as the Riddell's Bay, the Mid-Ocean and the private courses of the Castle Harbour Hotel and the St. George Hotel Beach and Golf Club, are arranging tournaments that will attract players of championship calibre.

Bicycles and carriages will of course continue to be the usual means of getting about between the sports attractions on this automobile-less island.

To most travelers, the pleasure-planned Bermuda liners will continue this season to be an essential part of the Bermuda experience. Aboard them will be found a parallel to almost every one of Bermuda's varied sports and diversions. On their broad decks, built for gulf stream sunshine, deck golf gets the passenger in shape for Bermuda golf—deck tennis prepares for strenuous sets on courts of clay or turf—swimming in the huge tiled pools is truly a rival of Bermuda bathing. Even the would-be Bermuda cyclist can start practicing in the gymnasium. And the same tropic moon shines down on the decks.

All Expense Bus Trips to Florida

Filling a long felt need in the bus transportation field for a comprehensive all-expense tour to points in Florida, Highway Tours, Inc., affiliated with Greyhound Lines is offering such a tour this winter for visitors to the land of sunshine. In fact, two all-expense tours are being offered. One is to Miami and one day on the West Coast of Florida.

The circle tour provides for seven full days in Florida with four days going and four days returning. Hotel accommodations are provided for all nights en route with room and bath.

A feature of the all-expense tours offered through Greyhound Lines is their flexibility. One may go to Florida by one route and return by another to insure the passenger seeing all the worthwhile sights en route. Additional stop-overs can be arranged and the stay in Florida prolonged or extended with very little expense to the traveler.

Cruises to Savannah

For Christmas the Savannah Line offers an eight-day cruise to Savannah, Ga., also two 10-day cruises, one to Savannah, Ga., and one to Sea Island, Ga.

Eight-day cruise passengers will be at sea on Christmas Day. Those making either of the 10-day cruises will spend Christmas Day at Savannah or at Sea Island, depending on their choice.

Both Savannah and Sea Island offer a peculiarly attractive setting for Yuletide festivities which, combined with the sea trip, will make an ideal holiday outing at a cost which cannot fail to prove attractive.

The cruise party will sail from Boston, 3 p. m., Thursday, December 20, on the Savannah Line's flagship S.S. "City of Birmingham," which has been entirely redecorated for the occasion.

Returning, the cruises will arrive Boston, Friday, December 28, and Sunday, December 30, at 12 noon.

Christmas Holiday Excursions

TO DESTINATIONS IN **NOVA SCOTIA** AND **NEW BRUNSWICK** (via Yarmouth)

ON THE BIG AND COMFORTABLE **S.S. YARMOUTH**

Spend the Christmas holidays with the home folks. Tickets good leaving Boston any sailing day beginning Wednesday, December 19, 1934, to and including December 31 to *Yarmouth, N. S.*, and December 19 and 26 to *Saint John, N. B.* Tickets good returning *from Yarmouth* on any regular sailing up to and including Tuesday, January 15, 1935, and *from Saint John* on any regular sailing up to and including January 11, 1935.

Round-trip Excursion Fares to Principal Points

VIA YARMOUTH AND RAIL

YARMOUTH	$10.00	KENTVILLE	$16.70
DIGBY	13.10	LUNENBURG	17.95
LIVERPOOL	16.35	HALIFAX	$20.00
		NEW GLASGOW	22.50
		SYDNEY	29.90

VIA YARMOUTH, SAINT JOHN AND RAIL

SAINT JOHN, N. B.	$11.00	CHARLOTTETOWN, P. E. I.	$20.20
MONCTON, N. B.	13.15	SACKVILLE, N. B.	16.90
		SUMMERSIDE, P. E. I.	$20.20
		NEWCASTLE, N. B.	18.80
		AMHERST, N. S.	17.35
		SYDNEY, N. S.	27.35

Equally low fares to other points in Nova Scotia, New Brunswick, Prince Edward Island, and Newfoundland. . . . Regular one-way fare to Yarmouth, $9 — to Saint John, $10. Train connections at Yarmouth and Saint John for all interior points in Nova Scotia and New Brunswick.

● Regular sailings to Yarmouth, N. S., Mondays and Wednesdays at 4:30 P. M. from Central Wharf; due Saint John next afternoon. Returning, leave Saint John Fridays at 8 A. M. (A. T.). Due Boston 8 A. M. (E. T.). Passengers holding through tickets may occupy staterooms Thursday nights, while the ship is lying in St. John, without extra charge.

● Regular sailings to Saint John, N. B., via Yarmouth, Wednesdays at 4:30 P. M. from Central Wharf; due Saint John next afternoon. Returning, leave Saint John Fridays at 8 A. M. (A. T.). Due Boston 8 A. M. (E. T.). Passengers holding through tickets may occupy staterooms Thursday nights, while the ship is lying in St. John, without extra charge.

EASTERN STEAMSHIP LINES

For information and reservations apply 78 Boylston St., *Tel.* LIBerty 3830-3831; 50 Franklin St., *Tel.* LIBerty 5586; or India Wharf, *Tel.* HANcock 1700.

More News of Interest to the Vacationist on Pages 4-ME and 5-ME.

travel on the **FALL RIVER Line to NEW YORK**

For your comfort, the Fall River Line has much to offer in the way of attractive accommodations, attentive service, sparkling entertainment, delightful food, and a "Sound" night's sleep in a steam-heated stateroom.

For your convenience, dependable schedules assure you of making your connections in New York.

This overnight inland water route has long been popular with travellers to the south and abroad.

REDUCED ROUND TRIP

WEEK-END FARE $6.00

Boat-train leaves So. Station daily at 6:00 P. M. Boat due N. Y. 7:00 A. M. Reservations and tickets at main station, Park Sq., and 67 Franklin St. Tel. HUBbard 6500.

• • •

$5.00 One Way

$7.50 Round Trip

For those desiring to stop over at Providence, the PROVIDENCE is suggested. Steamer leaves Providence 7:45 P. M. daily.

NEW ENGLAND STEAMSHIP CO.

The islands of the buccaneers . . . Bermuda and the British West Indies . . . beautiful spots with a glamorous past. What a vacation adventure . . . to sail deep blue Caribbean seas from island to island aboard one of the luxurious yacht-like "Lady" Liners. Choose from our wide selection of cruises.

THREE WEEK CRUISES

Bermuda — Nassau — Jamaica. From Boston, from $190.00 including 5 shore excursions and hotel in Jamaica. (Steamship fare, berth and meals, from $165.00).

FOUR WEEK CRUISES

Bermuda—Leeward & Windward Islands—Barbados—Trinidad—British Guiana.

From Boston, from $304.00 including 12 Shore Excursions and hotel in British Guiana (Steamship fare, berth and meals from $210.00).

Consult your Travel or Rail Agent

CANADIAN NATIONAL STEAMSHIPS

294 Washington St., Boston

FLORIDA

IS ONLY A FEW DOLLARS AND HOURS AWAY—BY GREYHOUND

NEW ORLEANS

Fascinating reminders of Old France and Colonial America plus glorious Gulf sunshine, sports events and recreational facilities galore.

CALIFORNIA

Choice of routes to this mecca of sun-seeking millions. Summer climate, crowded sports calendar, and unlimited entertainment features.

It's summer all winter in Florida! The season's calendar is packed with brilliant tournaments and sports events — and ample facilities for your favorite form of recreation are assured.

Greyhound brings America's finest winter playgrounds within the reach of the most modest income. One ticket takes you all the way to any of Florida's popular resort cities and back — at a lower cost, probably, than coal bills for a month or two at home.

TO NEW YORK—15 DAILY SCHEDULES

GREYHOUND BUS TERMINAL

3 Providence Street

Phone: Commonwealth 5400

GREYHOUND Lines

MAIL COUPON FOR WINTER TRAVEL INFORMATION

Mail this coupon to Travel Bureau, 3 Providence St., Boston, for information about trips to Florida ☐, California ☐, Gulf Coast ☐, New Orleans ☐, Great Southwest ☐. If you have a special city or destination in mind, jot it down here.

Name _____

Address _____ BA-12

TO Florida via SAVANNAH LINE

A most economical and refreshing way to travel to your southern destination. Fare includes meals and stateroom accommodation aboard ship to Savannah as well as stopover in New York with the ship as your hotel. Delicious meals—deck sports—entertainment.

FARES FROM BOSTON

	One Way	*Round Trip
Daytona Beach	$41.12	$67.40
Jacksonville	38.00	62.00
Miami	46.80	79.95
Orlando	42.22	69.20
St. Augustine	38.94	65.85
St. Petersburg	44.87	73.55
Savannah	35.00	58.00

*Return Limit 30 DAYS—Longer limit round trip fares on application.

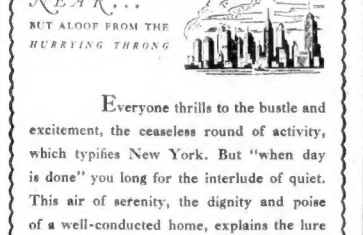
MUSIC—DANCE CAFE

SAILINGS: Tues., Thurs., Sat., 5 P. M. No passenger sailings Dec. 11-22—Jan. 3-Jan. 24—Feb. 7-19

Low rates on passenger accompanied automobiles

SAVANNAH LINE

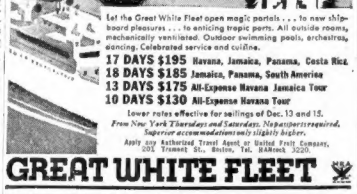
Pier 42, Hodges Tunnel Docks, Boston, Mass. or Authorized Tourist Agents



Everyone thrills to the bustle and excitement, the ceaseless round of activity, which typifies New York. But "when day is done" you long for the interlude of quiet. This air of serenity, the dignity and poise of a well-conducted home, explains the lure of The DEVON for out-of-town visitors.

AT 70 WEST 55th STREET NEW YORK

THE **DEVON**



Let the Great White Fleet open magic portals . . . to new shipboard pleasures . . . to enticing tropic ports. All outside rooms, mechanically ventilated. Outdoor swimming pools, orchestras, dancing. Celebrated service and cuisine.

17 DAYS $195 Havana, Jamaica, Panama, Costa Rica
18 DAYS $185 Jamaica, Panama, South America
13 DAYS $175 All-Expense Havana Jamaica Tour
10 DAYS $130 All-Expense Havana Tour

Lower rates effective for sailings of Dec. 13 and 15.
From New York Thursdays and Saturdays. No passports required. Superior accommodations only slightly higher.

Apply any Authorized Travel Agent or United Fruit Company, 204 Tremont St., Boston, Tel. LIBerty 3240.

GREAT WHITE FLEET

"Hey, Kid, You're Traveling in Fast Company!"
You're in the big time now! Because those stars of "The Thin Man" are the nation's favorites and what a welcome they're getting in their new dramatic hit! The year's film treat!
"1 - 2 - 3 - Bend! Where were you last night, Daddy?"
WILLIAM POWELL • MYRNA LOY
presenting a screenful of fun and excitement—
EVELYN PRENTICE
A METRO-GOLDWYN-MAYER PICTURE
with UNA MERKEL
Directed by WILLIAM K. HOWARD
Produced by JOHN W. CONSIDINE, JR.
A Cosmopolitan Production
NOW PLAYING
LOEW'S STATE
Massachusetts Ave. at Norway St.

McIntyre Voices a Protest Against Intimidation of Voters in Big Cities

Few Abuses in America Today So in Need of Correction, Asserts Columnist

By O. O. McINTYRE

VOTING has become a positively fearsome thing in large American cities. The good citizen, intent on his duty, may come from the polls well slugged and adrip with blood. Intimidations kept thousands from casting their ballots last election in large cities.

I have myself twice, in Tammany controlled districts, found the lever that marked up a vote for anti-Tammany candidates absolutely unworkable. A protest was received with shrugs by the polling officers and I didn't like the way the policeman in the doorway gripped his club when I voiced mildly disgust at the fragrant rascality.

In fact, he followed me a half block to my car. If there is any place in the world a man or woman should feel secure it's the voting booth. It is a mockery of the intent of our constitution for it to be otherwise. Yet two quietly respectable colored servants in my household, Republicans, have stopped voting because Tammany polling bullies have humiliated them so.

They tell me they know dozens of other Negroes who feel the same way, yet would like to vote. Few abuses in American life are so in need of correction as browbeating of voters. The liberal interpretation of our most cherished assets, "liberty and pursuit of happiness," depends upon it.

Whereas, it should have been uprooted years ago, every voter almost everywhere knows that conditions are becoming worse each election day. There is scarcely a voter who does not enter the polling place with a slight uptake of pulse and a foreboding he is liable to be manhandled. Judges have been lax in sending to jail thugs and bullies who carry on these intimidations. And such judges should be thoroughly ashamed.

But the quality of many being what it is, they are not!

❦ ❦ ❦

I NOTICE filling stations are putting in new pumps which strike me as revolutionary. In brief, they automatically make the purchase of gasoline on the basis of money and not gallons. For example: One tells the attendants he wants $2 worth of gasoline. On this new fangled pump he immediately presses a button and extra hand much like the split second hand on a timing watch goes into operation and stops on exactly the number of gallons to a fraction the $2 will buy. There is no waiting for change and there are many satisfactions about it for both vendor and vendee.

❦ ❦ ❦

NED WAYBURN recently passed by one of the many movie houses being picketed by a seedy gent with a banner. But instead of the customary lone sentinel, another picket walked beside him. And the second picket's banner read: "Please do not read the sign of the man picketing this theater. He is a non-union picket."

❦ ❦ ❦

A BRITISH gentleman, living in Seattle, forwards some interesting pronunciations of names in perfidious Albion: Althorpe—Awitrup; Annesley—Amsley; Barrymore—Bassom; Beaworthy—Bowry; Belhune—Beeton; Bolitho—Bolie-tho; Cheylesmore—Chiles-mor; Colclough—Koke-ly; D'Aguilar—Dagwiller; Daventry—Daintree; Hayburst—Hurst; Keighley—Keetly; Michie—Mikky; Pi p o n—Pepong; Pontefract—Pumfret; Ralph—Rafe or Rahf; Sawbridgeworth—Rapsed; Rothwell—Rowell and Ruthven—Rivven.

❦ ❦ ❦

BURNS AND ALLEN have told a Broadway reporter they are proteges of George Jessel. It was Jessel who first encouraged the vaudeville pair when they were floundering in vaudeville. He saw their act in Cincinnati, polished it up for them and gave them some sound trouper philosophy. Again when they were not the extraordinary hits they later became at the Palace in New York, he rewrote their act for them. They are staunch friends.

❦ ❦ ❦

WERNER JANSSEN has become the real life "success story" out of Tin Pan Alley and likely the most important musician of his period. He is the son of Janssen, the Hofbrau man, and against all sorts of discouragements won a fellowship at Rome, has written important scores and recently conducted New York's Philharmonic Symphony at Carnegie Hall.

After being fired from second rate orchestra jobs around New York, he went to Europe, which really gave him a break, and cut a swath. In his 34th year, his career is one of studying Beethoven in night club washrooms, pounding the ivories in ten-cent movies for coffee and rolls—all because he refused to obey his doting Dad and become a restaurant somebody. He hates the restaurant business, held out for the career he loved—and won! Hooray!

❦ ❦ ❦

SOME STRANGE production figures have bobbed up in this craziest of theatrical seasons—among them is Dave Schooler, who has been master of ceremonies around New York movie houses for several years. He presented Dorothy Gish in a play, Lillian Gish, incidentally, scored again in the Sean O'Casey production, "Within the Gates," although the play was generally panned by the critics which made Mr. O'Casey almost violent.

❦ ❦ ❦

SOME good reading: "South of the Sun," by Russell Owen; "Not I, But the Wind," by Freida Lawrence; and "Glory Hunters" (The life of Gen. Custer), by F. F. Van de Water.

O. O. McIntyre is a regular feature of the Boston Evening American.

Winchell Tells How 'Dutch' Schultz Once Bluffed Dozens of Gang Killers

Also the Comedy-Drama of Man Who Carried on Romance in Another's Name

By WALTER WINCHELL

STREET SCENE: West 47th St. between 6th and 7th Aves.—about 14 months ago: The block, which is infested with narcotic merchants and addicts, girl-peddlers and petty thieves, suddenly curdled . . . Dozens of menacing looking strangers to the community ankled up and down across the way from a hotel, in which a restaurant in the rear of the foyer, had a distinguished guest . . . The legend was that enemies had come to destroy "Dutch" Schultz.

The cop on the traffic beat was busy swapping sass with a cab driver . . . Corner loafers blocked the steps leading to the subway, and unhappy headliners of another day lolled on the steps near the Palace stage entrance, which lead to the balcony of the theater . . . Where the menacing strangers paced restlessly, with their trigger-digits on weapons in their coat pockets, the pavement was messy with cigarette stubs . . .

And then a handsome man, immaculately groomed in evening dress plus tall hat at a saucy angle and cane under his right arm, exited from the watched place . . . His nonchalance and poise were grand . . . He lit a cigarette and got into a cab, which slowly drove away. . . . It was "Dutch." . . .

A tip to the police precinct two blocks west brought dozens of bluecoats—and the meanmannered menaces magically melted . . . The faded actresses dwelling in the block came out to walk their pets to the nearest post; the cop on the corner directing traffic waved the honkonkers West, and the meanest street in mid-town New York—caught its breath again.

❦ ❦ ❦

NOT LONG ago a well-known New Yorker in show business holidayed in Europe. He can't resist the girls, as who can? Even though he's married. And so he met a beautiful woman in the Alps and during his holiday they adored each other, as people who adore each other adore.

Being wise to the wiles of women—he never told her his real name. Instead, he used the name of his best friend—and informed his best friend, a New Yorker, of his ruse.

At the end of his European escapade the ardent fellow returned to America. She returned to Central America. They corresponded with each other, and her letters to him bearing his pal's name, were turned over to him by his b. p. Thus his wife wouldn't even suspect.

So bring out your 'kerchiefs and begin weeping alcohl. The lovely charmer from Central America was killed in a motor crash there. Her will, filed for probate, bequeathed her entire estate of $800,000 to her lover, whose real name she never knew.. She left him everything—she had no kith or kin.

And the heart-breaking part of this fact is that the lover, who is up to his second double chin in debt, cannot claim any part of the inheritance, and his pal, whose name he used, gets it all.

❦ ❦ ❦

FRANCES SHELLEY, the Toronto oriole, who clicked, but big, during the La Guinan era, and her contractor crossed, expect an image in Feb. . . . Prohibition "Broadway" gathered at the Cocton Club to greet the new revusical, which seemed more like the old Harlem high spot—thanks to Herman Stark, one of the intelligent impresarios . . . The Ubangi on the former Connie's Inn site makes more money than any hot spot in town, considering, of course, its big-time talent, who are capitalists . . . The big howl: the Libby Holman show was pan! . . . When Ilka Chase, the neglected wife, learned that peasants were virile men, she exclaimed: "Now I know what I want Santa Claus to bring me—a Christmas PEASANT!" . . . Can't get Cole Porter's "You're Tops" from "Anything Goes" outta my mind!

On Broadway, near 29th, the "5th Avenue" Theater, as it is called for some reason or other, is showing some censored flickers. They aren't risque at all—but they are advertised as being so-la-lah on the outside posters. . . . Under one of the "naughty" poster scenes a line is painted reading: "Not for Children Under 16 . . . The posters were done by a 14-year-old son of the Harlem jungle!

❦ ❦ ❦

CLARK GABLE and Richard Barthelmess send this column one of the silliest quips by way of Quentin Reynolds, who just returned from the Gold Coast.

Three elbow-benders start drinking at 10 p. m. They lap up a different drink at 15-minute intervals until the next morning at 6 o'clock—which is when one of the three drunks goes home.

The other two then sit down and between drinks try to guess which one left.

❦ ❦ ❦

OVERHEARD—Scene: Amen corner at Sardi's. Cast of characters: Nobody No. 1, who has been sitting at the same table for 10 years wondering why other people are successful; Nobody No. 2, an advertising solicitor on a financial paper who wears a high hat at a premiere; Nobody No. 3, just a third-rater.

Nobody No. 1: "How do you figure Winchell gave that show such a race? He must have been paid plenty, with money or women."

Nobody No. 3: "Here's the low-down. Libby Holman gave him the scoop on the tragedy in her life, so he returned the favor."

Nobody No. 3: "He's looking at the world through rose-colored glasses these days, but he had to do it—the producer knows too much about him."

As Joe Smith says to Charlie Dale: "I'll eat beneehs if I like—and I like!"

❦ ❦ ❦

SECRETARY'S NOTES: Herb Williams phoned. Said he hears Garbo is coming to town again. Herb assumed that the trip will be made with the usual fanfare of secrecy, heheheh . . . Auby's Lagoon is open again at Miami Beach. Should clicking big. . . . Auby wondered if you were going to get to Florida this year . . . I told him—it didn't look like it—you have no intention of purposely getting sick any more.

Helen Broderick phoned long distance . . . Thanked you for the line, and said while she has been a bit ill, she is not yet quite ready to enter the Olympic games, and that she fears the splendid performance of her understudy, Margaret Irving had lots to do with her quick recovery.

You've simply got to have a big gong downstairs that I can ring for privacy's sake—